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EVERY FRIDAY

# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

## IN THIS ISSUE

**R.A.C. VETERAN RUN**  
Full Report and Pictures

**HARROW C.C.  
COTTINGHAM  
MEMORIAL TRIAL**

John Bolster—Philip Smith  
Russell Lowry

Vol. I No. 14  
November 24, 1950





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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. I No. 14

November 24, 1950

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## CONTENTS

	Page
The R.A.C. Veteran Car Run, 1950 . . . . .	418
Pit and Paddock . . . . .	423
The "Cottingham" Memorial Trophy Trial . . . . .	424
Portrait Gallery—Alf Bottoms . . . . .	425
Your Wheels are Gyroscopes, by John Bolster . . . . .	426
The Bartlett Case . . . . .	428
The Moorfoot Trial . . . . .	429
American 3-litre Engine for Indianapolis . . . . .	431
The 1,000 Miles Rally—More Pictures . . . . .	432
Russell Lowry's Northern Lights . . . . .	434
The Overhead Camshaft M.G.s, by Philip H. Smith, A.M.I.Mech.E. . . . .	436
Correspondence . . . . .	437
News from the Clubs . . . . .	440
The Eight Clubs . . . . .	441
"Cottingham"—continued . . . . .	443

## NOTICES

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## EDITORIAL

OF considerable importance to club members is the announcement by the committee of The Eight Clubs that cheques for starting money have been sent to 105 entrants who took part in the Silverstone meeting on 3rd June, 1950. After payment of all expenses, and the allowance of a nominal sum to each member club, this worked out at exactly seventeen shillings in the pound. For instance, a competitor who paid £2 as entry fee for a race, has had £1 14s. returned to him (or her) in the form of a "prime de depart".

This is a highly commendable innovation, and one which, we hope, will herald the end of excessively high entry fees for club events. The Eight Clubs have shown that it is entirely unnecessary to ensure the financial success of a meeting by exploiting entrants. It must not be overlooked that at these club meetings at Silverstone, no "gate" is received from spectators. The sole revenue is from the sale of programmes and from the car park. AUTOSPORT feels that the organization comprising Hants and Berks, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia and A.C. Owners' Clubs has done a service to British motor sport in general, and to competing club members in particular.

\* \* \*

LESLIE ONSLOW BARTLETT has had the courage to design and build a revolutionary trials car with a rear-located, air-cooled, twin-cylinder high efficiency engine placed well behind the rear axle. No matter how unorthodox the car looks, the provision of a fireproof bulkhead between driving compartment and engine makes it comply in every way with the R.A.C. regulations relating to trials cars.

There is likely to be great controversy over the Bartlett car. Recalling the banning of Reg Hunt's famous "agricultural implement" from the 1948 R.A.C. Championship, many people would like to see the twin-cylinder car debarred from events on the grounds that it constitutes a freak. Undoubtedly the Bartlett-J.A.P. cannot be called an eminently roadworthy machine, in so far as comfort for driver and passenger is concerned. On the other hand, if it proves successful, it may well usher in a new era for the lusty, comparatively inexpensive twin-cylinder cyclecar, which several enthusiasts appear anxious to see re-introduced. It is significant that the new Cooper two-seater sports car may be powered by a "big twin" engine although it is not anticipated that this will be "inexpensive".

## OUR COVER PICTURE

A STUDY IN CONCENTRATION: Grim determination is in every feature of this unknown German driver photographed during a race meeting in Hamburg Park.





*A general view of the competitors' enclosure at Madeira Drive, Brighton, after many of the entrants had safely arrived.*

# The R.A.C. Veteran Car Run, 1950

By JOHN BOLSTER

**RECORD ENTRY—ONLY FIVE RETIREMENTS—SIX FAIL TO ARRIVE  
WITHIN TIME LIMIT**

**T**HERE'S something in the air at any really big motor race—"the Grand Prix atmosphere", one might call it—and sprint events, particularly Shelsley, have their own fascination. I have been intimately concerned with both, and they have provided some of my happiest hours. Nevertheless, there is one event every year that has more sheer glamour than any of these speed events, and that is the old cars' run to Brighton.

Whatever type of motoring sport you may pursue, it all stems from the original Emancipation Day drive to Brighton in 1896, and those of us who have cars which are more than forty-five years old (the qualifying age), feel deeply honoured when we make our annual pilgrimage to commemorate that pioneer demonstration.

The story of the 1950 epic really starts at the cocktail party, given by

the Veteran Car Club at Bailey's Hotel, South Kensington, the night before the run. A tremendous concourse of drivers, passengers, officials and their well-wishers crammed the room, and as new arrivals, often in flying suits or overalls, came in, one was able to get the latest news of many of the entries. It soon became apparent that although the entry was a record one at 163, there was going to be a remarkably large crop of non-starters, for bad luck overtook several drivers on their way to London, though all of them will be able to repair their cars for next year's sortie. Perhaps the most disastrous was that which befell Major Gardiner, for he burst the boiler of his Locomobile steamer, happily without any personal injury. Actually, fifteen cars failed to reach the start.

Sunday morning dawned wet and

cold, and my 1903 Panhard showed its disapproval by refusing to fire continuously on both cylinders as I drove it to Hyde Park. As my mechanic, James Tilling, worked on the engine, there was the delightful sound of many slow-revving engines as the other competitors arrived. Thus early, it was obvious that this popular event was going to attract a record crowd of spectators, and modern cars were parked nose to tail on all roads adjacent to the start.

The cars were sent off in pairs, and were set to average 15 m.p.h. for 1902 and earlier models, the 1903 and 1904 machines being allowed a full 20 m.p.h. Time checks were operated, so that excessively fast drivers could be disqualified, but there was no penalization for late arrival, the final check staying open till 4 p.m.

I have been driving the old Pan-



hard down to Brighton for the best part of twenty years, but as 8.43½, my starting time, approached, that certain feeling that everyone gets before a "dice" was definitely there. I beat my opposite number off the mark, but a temporary attack of "one-cylinder-itis" let him get ahead before we were out of the park. My engine gradually improved, and was running on at least one and a half out of two when Francis Hutton-Stott caught me up on the approach to Vauxhall Bridge. We battled for a moment, but the Lanchester was not to be denied, and gradually drew away, both cars steady beyond belief on the wood blocks.

### **Trials and Tribulations**

It was thereabouts that Commander Woollard was observed to be winding his De Dion furiously, and Parkinson's Peugeot broke down in the middle of Hyde Park Corner, of all places. The 1895 Benz of Ford and Burton was being worked on furiously at Vauxhall Bridge. The crew actually looked as if they were enjoying their labours, and subsequently got going again, but just after Reigate they had a less happy experience. Motoring smartly down a hill, one of their rear wheels detached itself, and the Benz tipped up and left the road. It went through a fence, but mercifully nobody was hurt.

### **Mercedes Incident**

Very few accidents have happened during the long series of Brighton runs, but there was a second one on this occasion. For some unknown reason, Courtenay Edwards, driving G. James Ailday's Mercedes, crashed into the back of a modern car, breaking off the front of his crank case, complete with starting handle. Nevertheless, he was able to get going again, and finished in satisfactory time. It is possible that he was dazzled by the brilliant sunshine on the wet road, for the rain had ceased by then, and the weather had changed completely. The latter half of the journey was made against a very strong head wind, which greatly slowed the non-aerodynamic veterans.

As we bowled through Brixton, T. W. Hayhow had jacked up his 1903 Gladiator, and was repairing a punctured tyre; as we passed, he was handling his tyre levers with great



*Modern fitment (1): De Dion rear axle as seen on several cars of that famous make. This is Dudley John's 1901 model.*



*Modern fitment (2): Steering column gear lever on Lord Montagu's 1902 De Dion Bouton. Fair passenger is Barbara Goolen of Daily Express "Page Three" fame.*

skill, and was obviously used to the tricks that beaded edge tyres can play. The mountainous closed Darracq of B. Thorpe and A. Sguillario was having a horrible attack of wheel wobble on the tram-lines, but it passed the Panhard up Streatham hill after an amusing tussle. The gear lever of this car is mounted on the steering column, and the driver appeared to be having difficulties with it when we re-passed him. No doubt steering column gearshifts were as awkward in veteran days as some of them are now!

We then overtook Fairhurst's 1899 Decauville, and watched his independent front suspension working

very hard over the bumps. Independent suspension was evidently quite the thing before the turn of the century, for the 1899 Stephens also had this design feature. Its solid tyred wheels were mounted in a species of bicycle forks, which worked up and down in guides against the ends of a transverse spring.

Talking of advanced engineering, one noticed several De Dions, all of which possessed the famous rear axle of that name. Following them, one noticed that their wheels stuck well down to the road, and their passengers reported a comfortable

*(continued overleaf)*





(Above). S. J. Snoxall (1904 Humber) and Kenneth Harlow (1901 M.M.C.) in Hyde Park.  
(Below). S. J. Humphries pedals his 1904 Humber tricycle amongst the traffic at Hyde Park Corner, followed by N. V. Reeves's 1904 Darracq.



(Above). Bill Grose's 1903 Wolseley on the crowd-lined hill out of Reigate.

## The R.A.C. Veteran Car Run

—continued

ride. The little Vauxhall had coil springs front and rear, and the Gillet Forest had steam cooling, as have certain aircraft engines. Its condenser, incidentally, was festooned round the bonnet, giving a general shape very similar to that of a recent model Lincoln.

Entering Purley Way, E. S. Berry's 1896 Lutzmann was going very well. With solid tyres on its enormous wheels, belt drive, and candle lamps, it looked a real horseless carriage. It must have a very high gear ratio, for the engine appears to cruise at about 200 r.p.m. Also of very ancient aspect, several rear-engined Benz were covering the ground most satisfactorily, but L. Lewis-Evans wore a very worried look as he struggled with bits of hot metal; however, he eventually overcame his difficulties and finished before the officials closed up shop, though at one time you couldn't see him for steam.

### Hugh Hunter's Fast Siddeley

On the climb past Croydon aerodrome, Hugh Hunter left us standing with his Siddeley. We, in our turn, got by S. Steele, who was riding a De Dion tricycle of 1898 with a passenger in a trailer. He did not have to pedal until the steepest part of the hill, so the little engine must have been pulling amazingly well. Woollard's 1896 Bollée was giving trouble hereabouts, but the hold-up was only temporary.

My Panhard was not quite as fast as usual, owing to a newly lined cylinder being a bit on the tight side, and several cars passed me on the straighter parts of the route. Pilmor-Bedford's Wolseley beat us easily, but we had a ding-dong with Andrew Fairtlough before his Panhard triumphed. We overtook F. S. Rowden's 1898 Star, which was travelling finely, but then Reeves's beautiful two-seater Darracq simply left us standing, his hat blowing off in the process.

### Argyll versus Panhard

On the Crawley By-Pass, Bill Cook, with David Greig as passenger, challenged us with his Argyll. A really monumental dice ensued, with the Panhard on the losing end, and F.





(Above). Bill Cook's 1903 Argyll and John Bolster's 1903 Panhard-Levassor during a friendly dice on the outskirts of Reigate.

Reece then passed both cars with his lovely Spyker. For a veteran, the hills between Bolney and Brighton are mountains, and bottom gear was in frequent use. James made himself useful by pouring oil into the tired engine and run into the tired driver, both greatly appreciating his attentions. On the run into Brighton, Stanley Sears flew past in the ex-Abbott Mercedes, and at last the good old Panhard pulled up at the Madeira Drive, having given us a most enjoyable ride.

It was great fun watching one's friends arrive in their various cars, and listening to their stories of adventures en route; that is one of the things that makes this such a delightful show. Only five cars retired, and six were outside the time limit, including Alec Hodsdon's beautiful Gardner Serpollet steam car. This machine has a boiler where luggage usually goes, and the engine lives under the bonnet in petrol car fashion.

A procession round the town concluded the motoring, Roy Clarkson's fully-laden 1902 four-cylinder Panhard distinguishing itself by alarming low-speed front-wheel wobbles: later the Mayor entertained the competitors to tea. In the evening, the



Tim Seconbe, surrounded by curious onlookers, does a spot of maintenance on his 1899, 1½ h.p. Beeston tricycle.

Veteran Car Club held a dinner at the Hotel Metropole.

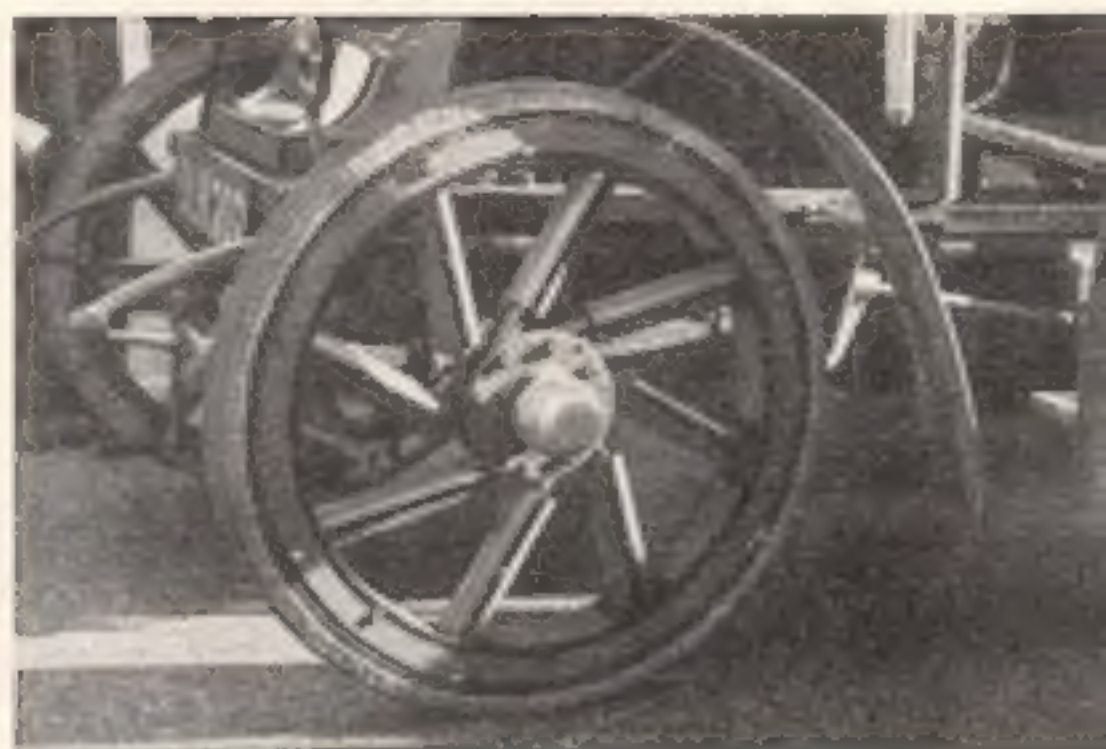
So ended another "Brighton", and one of the best, too. If one must be critical, perhaps one might remark that some of the competitors' tenders were inclined to balk the veterans, particularly the large trailers and lorries. I hope these vehicles may be better driven next year, but for the

handling of the veterans themselves I have nothing but praise. Most of these machines are difficult to handle, but all the drivers looked superbly confident, and seemed to have absolute control of their steeds. It was a pleasure to watch them, and I look forward to driving among them again next year.

(More pictures overleaf)



## The R.A.C. Veteran Car Run—continued



(Above). Spring-loaded spokes as featured on C. W. Rowe's 1903 Renault. (Left). Vertical helical springs are to be found on R. C. Kidner's Vauxhall, built so long ago as 1903.

(Right). Air Chief Marshal Sir Alec Coryton arriving at Brighton in his 1902, 8 h.p. De Dion Bouton.



I. f. s. (sliding axles) as featured on A. Prince's 1899 Decauville.



Rack and pinion steering was a "modern" feature on Sammy Davis's 1897, 3 h.p. Léon Bollée three-wheeler.



# Pit and Paddock

**T**AKING part in the R.A.C. Veteran Car Run in Clarkson's 1902 Panhard, we deplored the manners of many private car drivers. Three of the worst offenders bore "Courtesy Club" labels on their rear windows.

**T**HE streets of Brescia during the Italian 1,000 Miles race may have been more crowded than those of Streatham last Sunday morning as the Veterans went by on their way to Brighton, but for a wet Sunday morning in Britain the turn-out was remarkable. The misguided ones may have termed the Run the "Old Crocks' Race", but nevertheless they went to see it, which is what is wanted.

**A**LLARD: the fitting of h.c. cylinder heads and twin carburettors to the engine of the new K2 has resulted in an increase of b.h.p. to 95 at 3,800 r.p.m., and a maximum speed of 90-95 m.p.h. Although the Allard Motor Co., Ltd. produced a 4-seater K2 for export, this was a "one-of" job; the type is listed only in two-seater form.

**L**ETTERS continue to pour into this office on the Norton versus Gilera and M.V. controversy. As this is now tending to become a purely motor-cycling argument, we are forced to declare the correspondence "closed".

**A**UTOCHEQUES are running a special luxury motor coach trip to Monte Carlo for enthusiastic spectators and/or disappointed would-be competitors. Coach will leave Dover on 22nd January, and is due back on 5th February. Inclusive price with "first-class consommations" is 55 guineas a head.

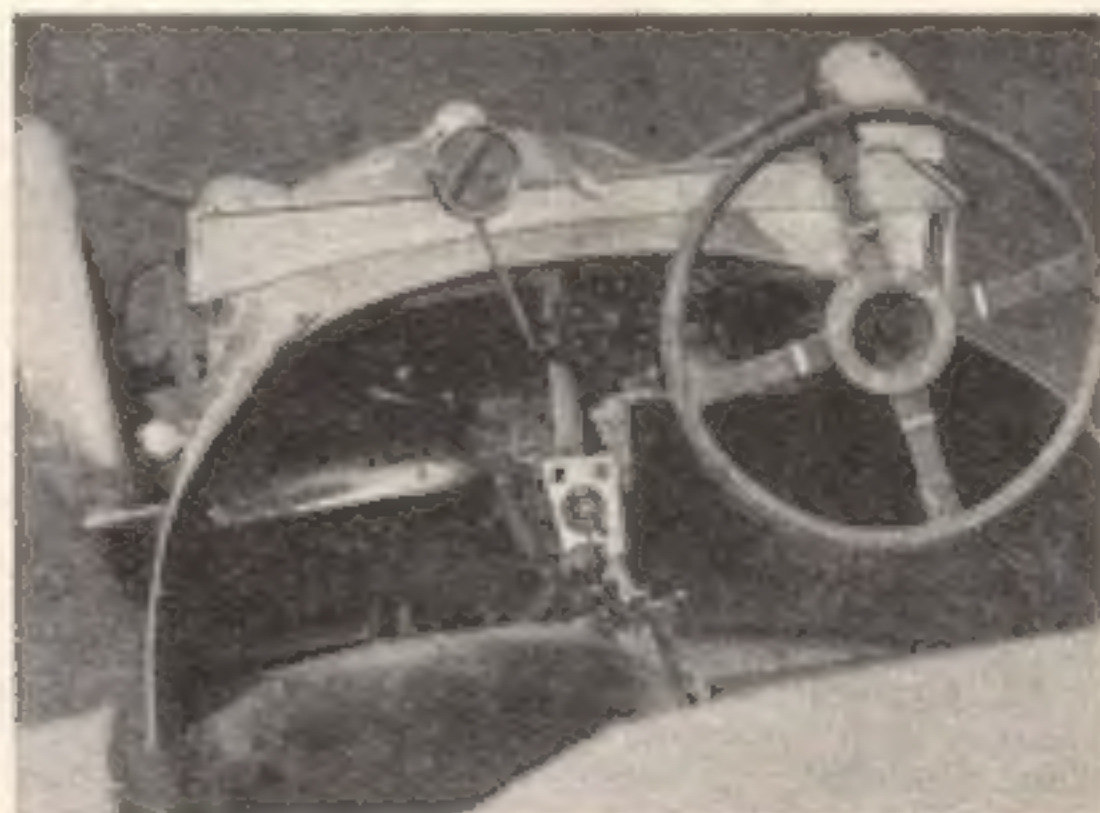
**N**ORMAN SMITH's next Case History will deal with the 1½-litre Grand Prix Delage. As this goes into considerable detail concerning a fascinating car, it will be published in two parts.

**M**ANY readers have asked for a resumption of our road test features. We can reassure them that several are in course of preparation, including cars not previously road-tested by the motoring press.

**V**INTAGE S.C.C.'s week-end rally at Birkdale Palace Hotel, Southport, was won by Tim Carson (Citroen) with Tony Brooke (Bentley) as runner-up: pictures will appear in next week's issue.

**P**ITY that Ben Hankins chose to migrate to South Africa some time ago. He could have built up quite a nice little business producing trials specials, if the Fords handled by Gordon Mosby and Maurice Wilde are anything to go by.

**P**ETER COLLIN's 19th birthday party at Shatterford Grange near Bewley was attended by over 80 guests, including Joe Craig (Norton Motors Ltd.), Bob and Joan Gerard, Denis and Peta Poore, Ken Carter, Bill Whitehouse, Geoffrey Richardson, Ken Wharton, John Bennet (Jersey) and the two John Coopers, (journalist and "500" king). Joe Craig was, of course mobbed by 500 c.c. folk on the question of the availability or otherwise of T.T.-type "double-knocker" engines. The answer appears to be "otherwise".



## "COTTINGHAM" SNAPS

(Above). Bare-looking facia panel of the very unorthodox rear-engined Bartlett-J.A.P.

(Left). Cuth Harrison (on left) changing a cylinder head on his Harford during the lunch stop. He later retired with a broken crown wheel.





*Godfrey Imhof (Imhof) on his way up Beacon Hill to register highest climb of the day. He won the Cottingham Memorial Trophy.*

## The "Cottingham" Stays in the South

**GODFREY IMHOF MAKES BEST PERFORMANCE IN HARROW C.C. TRIAL—STRONG NORTHERN INVASION—MAURICE WILDE BEST VISITOR—BEACON HILL DEFEATS ENTIRE ENTRY**

**T**HE popular Cottingham Memorial Trophy Trial, organized by the Harrow C.C. on 18th November, attracted fifty entries, including nine from the north. In a distance of twenty-three miles there were a dozen observed sections, the event itself being divided into morning and afternoon sessions on practically identical territory, with the Lambert Arms Hotel, Aston Rowant, as H.Q. This excellent hostelry did a first-rate job of catering for "inner men".

Bunny was the first observed section, identified by a large drawing of a rabbit, commissioned by Secretary Mario Lucani. Only an unlucky thirteen lost marks on this section, including Edgar Wadsworth (Ford) and Leslie Onslow's Bartlett on the controversial Bartlett-J.A.P., which, with fireproof bulkhead added suffered considerably from over-heating.

The next three sections, Hare, Buck and Warren stopped twenty-seven, twenty-five and twenty-seven drivers respectively. Belisha, on the other hand, proved the undoing of Gordon Mosby (Ford) who dropped

two precious marks. Reg Phillips (Fairley), Jim Appleton (Appleton), A. E. Jackman (Dellow) and J. C. Smith (Bartlett) lost one each—all just failing to clear the last section.

"Lucky" Lew Tracey (Dellow) was fastest in the downhill brake test with 13 secs. Other good times were by Vic Biggs (Ford) and Denis Flather (Keystone) with 13.2 secs., and Gerry Pentony (Cyclops) with 13.4 secs. Later arrivals could not match these times owing to a heavy downpour of rain, turning the test area almost into a pukka section. Waring overslid and collided with the markers, but, according to the regulations could not be penalized for so doing.

### **Appleton a Crowell Victim**

Crowell looked more difficult than it was, a mere seventeen failing to clear the top. Surprisingly enough, Appleton was a victim, failing at the foot. Bartlett, after a desperate search for Castrol "R", retired, defeated by constant seizures. Pyrton wasn't troublesome, but Buck 2 started the rout of many of the more

fancied folk. Cuth Harrison (Harrow), after changing a cylinder head during the lunch halt, heard his rear axle go "crunch" when nearly at the top. There were only eleven clean climbs in this section.

### **Hare 2 Stops Many**

Hare 2 was even more formidable; after a trio of competitors had scarcely moved from the line, Pentony made a grand effort, and was unlucky to stop about half-way up. "Clean" here were Biggs, Wadsworth, Godfrey Imhof (Imhof), Ken Burgess (Burgess) and Wally Waring (Dellow). As for Bunny 2, only Imhof reached the top unpenalized. Nearly there were Mosby, Tracey, Jim Appleton (Appleton), J. Readings (Regent), J. C. Smith (Bartlett) and A. E. Day (Dellow).

Beacon Hill looked a simple grassy gradient, but as first man R. E. C. Brookes (E.R.P.) found, that gradient was sufficient to stop all forward movement. Michael Lawson (Lotus) got further up, and Gerry Pentony (Cyclops) even higher. H. Sinclair-

*(continued on page 443)*



# Portrait Gallery . . . . . ALF BOTTOMS



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by A. T. M. ACKET

/// *EMBLEY* speedway rider Alf Bottoms has had an extremely successful racing season with his Norton-engined J.B.S. "500". Playing a lone hand against a preponderance of Coopers, Alf won International Formula Three races at Rhinos and Blandford, in addition to many Brands Hatch victories. Next season he and others will race series production versions of the J.B.S., at home and abroad.



TECHNICAL AND  
OTHERWISE

by  
JOHN BOLSTER

# Your Wheels are Gyroscopes

ALL of us, in our extreme youth, played with a toy called a gyroscope top, which, at the time, appeared to have supernatural powers. We also found that a bicycle wheel, spun in the hands, seemed to contain hidden forces that had no apparent origin. Most of us were content to let it go at that, but it is necessary to understand something about these mysteries before we can take an intelligent interest in any suspension or steering problem.

The mathematical side of gyroscopic phenomena is somewhat abstruse, and if I were to write down any of the complicated formulae involved, it would frighten both my faithful readers away. I think I can give a useful general picture, though, without delving so deeply into the subject, and there are plenty of engineering text books available for those who want to go a stage further.

To begin with, a wheel that is turning fast objects strongly to its axis being deflected, and the force required to alter its direction is known as the gyroscopic torque. This property is very useful in numerous applications, such as the spinning bullet of a rifle, but it is no help at all to the designer of a motor car.

## Gyroscopic Precession

The other thing we have to bother about is called gyroscopic precession, and this is the kick which the wheel administers at right angles to the torque which has been applied. For example, if the top of the offside front wheel of a car which was motoring quickly were tipped inwards towards the bonnet, it would tend to steer itself violently to the left. If it were a big, heavy wheel and tyre, the effect would be much more marked, and, like so many things in motoring, the magnitude of the attempted precession would go up as the square of the speed. Furthermore, it is the rapidity with which the wheel is deflected, rather than the angle through which it finally leans, that determines the force of the precession.

Now where does all that stuff get you? Well, take an ordinary cart-sprung front axle, and imagine both wheels striking a corrugation across the road, which is the most common form of bump. The wheels would rise vertically, and would continue to rotate in the same plane, so no

gyroscopic effects would be manifest. On the other hand, if only one wheel struck a bump, all hell would break loose, for not only would it tilt itself, but it would move the axis of the other wheel through the same angle, via the axle beam. As the two are connected together through the track rod, their simultaneous kick to the left would be transmitted to the steering mechanism, and the steering wheel would jerk in the driver's hands unless there were some irreversibility or spring in the linkage.

## Sort of Chain Reaction

Steering movements instigated by the driver are not at all rapid, but the kick to which I have referred, or a sudden deflection caused by a road shock, can start off a sort of chain reaction. The point is that any front axle and wheels are capable of rocking harmonically under the elastic control of tyres and springs. In other words, there is a certain speed at which the alternating gyroscopic effects can build up into a wobble, shimmy, tramp, or what have you. As tyres have a very high co-efficient of energy restitution, the only hope is to keep the springs stiff and heavily damped, and use the smallest, lightest wheels you dare. That is why, on the one hand, it is unsatisfactory to use soft cart springs, and, on the other hand, it is impossible to control an extremely fast car of low weight if it has a beam axle in front.

With most systems of independent front suspension, the stub axles do not cant appreciably on spring deflection, and therefore it is possible to allow considerable movement without producing these undesirable torques. There is, though, another form of i.f.s. which does introduce considerable gyroscopic effects; I refer to the swing axle layout.

If one imagines a car of this type striking a bump with one front wheel, the angular velocity of the stub axle deflection will be doubled, due to the axle length being, in effect, halved. It is true that, in this case, one wheel will be subject to very severe gyroscopic forces, but the





**Your Wheels are Gyroscopes—continued**

other wheel will make no contribution, and so the total reaction will be about the same as on the cart-sprung job. As, however, there is no axle-cum-track-rod system, forming a bar bell with a natural period of oscillation, there is no danger of tramp being set up.

**Swing Axles**

If the car with swing axle i.f.s. strikes a corrugation with both wheels, they will suffer an angular deflection of their axes. In this case, both wheels will tip opposite ways, and so the offside front wheel will endeavour to steer to the left, and the nearside wheel to the right. Thus the effects will cancel out, but there will be a very strong force tending to disrupt the front end of the car and its steering connections, which must be extremely strongly constructed in consequence.

The Allard, which has this form of suspension, has an unusually wide front track, and therefore the angle through which the wheels move is minimized. Certainly the result is very good, and in driving these cars I have never noticed any unusual effects.

In quite another category are those well-meaning amateurs who have "split" the axles of their Austin Sevens. These little cars have a narrow track, but the bumps are the same size for them as for an Allard, even if they don't hit them quite so fast. The result is that, sooner or later, something always breaks, and it is usually one of the king pins. This will give some idea of the forces involved.

Very light cars invariably have an unfavourable ratio of sprung to unsprung weight, compared with bigger machines. For "five hundreds", therefore, I consider a "parallel action" form of independent suspension essential. The same applies if you want to do your three miles a minute in a car that doesn't weigh much over half a ton. Even at the rear of the car, the Germans found that gyroscopic precession could cause instability, when their enormous rear tyres were used in conjunction with swing axles.

Finally, a word to the Vintage boys; think twice before fitting modern, large-section tyres, in place of your narrow, high-pressure jobs. You may easily stress your axle parts beyond the designer's safety margin; so never forget that your wheels are gyroscopes.



**TRIALS COUNTRY** An excellent camera study by Francis Penn of B. A. R. Noble's B.N. Special at the top of Quarry in the Lancashire A.C.'s Davis Trophy Trial some weeks ago.



# The Bartlett Case

NEW SPECIAL CREATES PROBLEM FOR R.A.C.

THE Cheltenham M.C.'s trial on 11th November provided a problem for the organizers. Onslow Bartlett's latest special apparently did not comply with R.A.C. regulations in that there was no fireproof bulkhead between the driving compartment and the engine. "The Chest" himself stoutly asserted that as the air-cooled, twin-cylinder J.A.P. is located behind the driver, there is no possible risk of fire sweeping backwards into the driving compartment.

Although Onslow did qualify for a first class award, this has been withheld pending the decision of the R.A.C. In 500 c.c. racing, despite the preponderance of rear engines, the provision of a fireproof bulkhead is compulsory, and it is difficult to see how the R.A.C. can permit a rear-engined sports car to compete in events without one, whilst insisting that cars with the motors in the more

normal position must be so fitted. In any case, we should think that Bartlett can quite easily provide a fireproof bulkhead on the car without unduly interfering with the cooling of the engine.

As regards the trial itself, Gordon Mosby (Ford) put up a remarkable performance in completing the 44-mile course without loss of a mark. Middle Jinny was a real stopper, only thirteen of the sixty-nine starters retaining clean sheets. J. W. Cox, C. Hardman and Wally Waring (Dellow) made short work of the

Dave ("Safety Glass") Price (1,172 Price Spl) was one of the 13 to climb Juniper in the "Cheltenham".

three sections, as did Alf Morrish in his blown PB Midget. Gilbert Best (M.G.) was also good, but the two "star" climbs were by P. Atkinson (Austin Seven) and Onslow Bartlett (Bartlett-J.A.P.). Ron Lowe also kept the Dellow banner flying with an immaculate effort.

Other Jinny conquerors included Cyril Bold (Bold), Gordon Mosby (Ford), A. Butler (Clegg), Bernard Thompson (Wharton), Johnny Clegg (Clegg) and Ken Burgess (Burgess-Jupiter). The unfortunate Bill Slesman blew a gasket when in the last section and the engine conked.

## Bold Fails on Juniper

Cyril Bold came to grief on Juniper, that blaster of premier hopes in the Stroud area. Again only thirteen could claim clean sheets, including Atkinson, Bartlett, Dave Price (Price), Reg Phillips (Fairley), Jim Appleton (Appleton), J. Deeley (Cranford) and J. Bullivant (Bitza-Ford). There were eighteen clean sheets on Syde.

Best times in the Cross-roads special test were by Cyril Bold (Bold) and Cyril Corbishley (C.C.S.), each with 12.2 secs. Other good times were put up by Edgar Wadsworth (Ford), 12.6 secs., Mick Beardshaw (A.M.B.), 12.8 secs., and H. E. Roberts (Robros), H. B. Woodall (Wolford) and Gilbert Best (M.G.), all with 13 secs.



WHEELSPIN—Scottish style! R. H. Gentleman (R.H.G. Spl) unsuccessfully tackling The Loan in the Moorfoot Trial. Report of this event is on page 429





**MOORFOOT METHOD:** G. Gibson (TD M.G.) makes a determined onslaught on Tor Hill. He won the S.M.T. Trophy for best performance on an M.G.

happened, the Omega was mud-larking with the rest of the jalopies.

After a succession of failures, W. K. Stewart (H.R.G.) put a bit more devil into his attack and was romping wearily to the finish when the gear-lever jumped and progress forward suddenly ceased. Similarly mounted, J. S. Mitchell made no mistakes and earned full marks. Ivor Page (Mercotto) hardly moved off the starting line. R. Welch (Ford V-8 Special), despite a wide tour to avoid some marshy ground, never really reached the hill proper, while R. H. Gentleman (Alvis Special) and A. Wallace (Ford Ten Special) made only token attempts.

Tor Hill, near Cardronna, looked more formidable than it really was, its muddy track at least offering some wheelgrip. G. Oliver (Ford

# The Moorfoot Trial

JACK WILSON (AUSTIN) COLLECTS ANOTHER PREMIER

**T**HE Moorfoot trial of the Scottish Centre of the M.G. Car Club has long been recognized as one of the "classic" events held north of the border. Never intended to be an easy one, nor ever expressly designed for the Specialists, paradoxically it seems to cater equally well for those possessing near standard motor cars and also for those owning one-off models.

The event on 12th November was no exception. Into a route of about fifty miles was packed six observed hills and two driving tests, and so whirligig was the weather that some of the hills had to be shortened at the last minute. Further to facilitate matters, a rolling start on tarmac was permitted in some cases.

From the start at Peebles and with engines barely warm, Hope was the first diversion, a muddy gradient with a tight left-hand hairpin that proved the undoing of most. When AUTOSPORT's reporter arrived on the scene he noticed Alex Reid's Omega

lying in the "dead" car park having pranged a stubborn gate post. Meanwhile the redoubtable Alex had dismantled the broken parts, rushed off on a motor-cycle to the nearest garage and proceeded to do a spot of welding. Later, as if nothing untoward had

Ten Special) probably made the most polished ascent of any, although equally as successful were J. E. Wilson (Austin A40 Special), G. Gibson (TD M.G.) and H. J. Barrington (Ausfod).

*(continued overleaf)*

**CHELTENHAM CHECK:** V. Ostroumoff (Dellow) and passenger look doubtful while negotiating Longridge. They halted farther up—but weren't the only ones!





### The Moorfoot Trial—continued

Glensax was the special bonus hill, a long winding gradient, liberally coated with the Moorfoot guaranteed-to-stop-you glaur. George Hendry (Watson Special) was too heavy-footed and when his sump filled with water a blown gasket was suggested. Reid, Wilson and Barrington were outstanding. Mitchell and Welch faltered on the lower slopes but squeezed onward to gain ten bonus marks before about-turning.

In the first test, Jack Wilson (Austin) was easily fastest. Nigel Kennedy (Stafonak) spun so rapidly round the pylons that his passenger was almost disgorged, while expensive noises emitted from Gentleman's gearbox! W. A. Brearley (TD M.G.) P. M. Goodall (Ford Ten Special) and W. K. Stewart (H.R.G.) were noticeably good.

From here the dye led past the famous Stumpy Stack—Slater's Roost neighbourhood and many were the nervous glances thrown at these twin peaks. Loan 1 and 2 provided a satisfactory finale, although the latter was unconquered by the end of the afternoon. On the first all the M.G.s obviously lacked ground clearance, while the climbs that impressed were those of Wilson, Kennedy, Reid and Barrington.

Complete provisional results were:

M.G. Trophy (Best under 1,500 c.c.)—J. E. Wilson (Austin Special), plus 20 Bonus marks.

Stuart Trophy (Best opposite class)—N. A. Kennedy (Stafonak), 10 marks.

S.M.T. Trophy (Best M.G.)—G. Gibson (TD M.G.), 54.

"Motor World" Trophy (Best Novice)—G. Oliver (Ford Ten Special), 25.

First Class Awards—W. K. Stewart (H.R.G.), 20; H. J. Barrington (Ausford), 20.

Second Class Awards—P. M. Goodall (Ford Ten Special), 30; J. S. Mitchell (H.R.G.), 25.

### THE EXETER TRIAL

#### Close of Year Classic

THE Motor Cycling Club's 27th Annual Exeter Trial for motorcycles, three-wheelers and cars takes place on 29th and 30th December. There will be three starting points, one twenty to twenty-five miles west of London and the others from Stratford-on-Avon and Plymouth, all converging on Exeter. From there the route, containing several ob-

served sections, leads to Bournemouth, finishing at the Grand Hotel on the afternoon of Saturday, 30th December. Entries must reach the Secretary, Mr. J. A. Masters, 26 Bloomsbury Way, London, W.C.1, on or before Saturday, 2nd December, 1950.

\* \* \*

### ALLARD PRICE INCREASE

THE Allard Motor Company regrets that it can no longer delay the inevitable increase in the prices of current models, consequent upon higher costs of raw materials and all components.

The new prices came into effect from Monday, 13th November, 1950, and are as follows:

K 2 2-Seater £999 plus £278 5s. Purchase Tax.

Saloon £1,050 plus £292 8s. 4d. Purchase Tax.

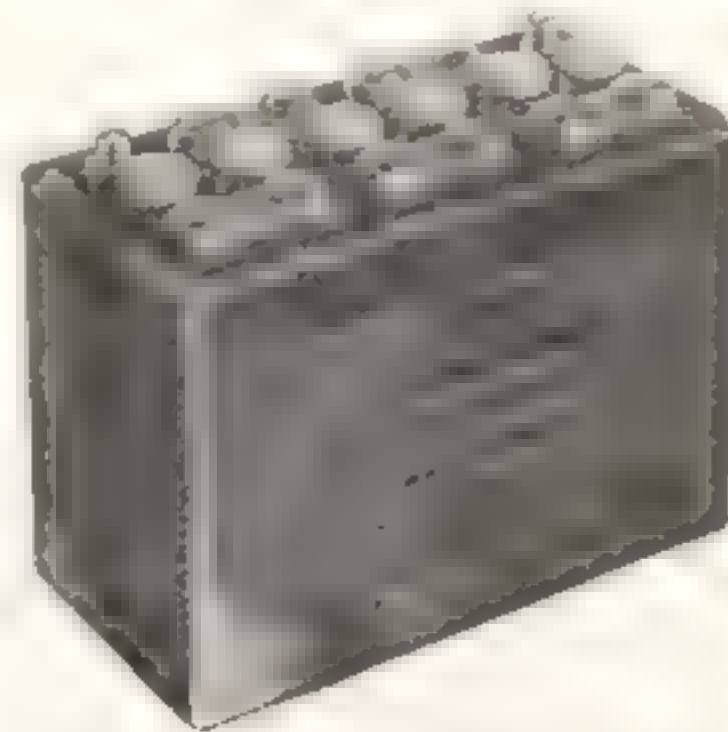
J.2 2-Seater £1,100 plus £306 6s. 2d. Purchase Tax.

\* \* \*

### NEW OLDHAM "MAJOR" BATTERY

#### Retailers' Storage Problems Eased

THE supplying of new batteries, fully charged, at short notice, has long been a problem to service



The Oldham 12 volt "Heavy Duty" starter battery in moulded ebonite container.

stations and garages. Deterioration when stocked dry and the need for a long initial charge have made it difficult to satisfy the needs of the motorist in a hurry. Oldham and Sons Ltd. of Manchester have now intro-

duced a new battery called the "Major", which retailers are able to fill, charge and supply ready for service in the considerably reduced time of four hours, this being achieved by the use of a separator material, "Fibrak", which is chemically inert and completely stable wet or dry, enabling the "Major" to be stocked, dry charged, indefinitely.

The complete range of Oldham's 6 and 12 volt batteries, which includes the "Heavy Duty", are available for all types of cars, and are covered by a 2 years guarantee.

\* \* \*

### THE IMHOF SPECIAL WINS

#### Tricky Bossum Trophy Trial

THE course for the Maidstone and Mid-Kent M.C.'s Bossum Trophy on 12th November proved a particularly severe one, two hills having to be abandoned through the wet weather which prevailed for the last half of the event. Much rain beforehand had already done its fell work in rendering sections more difficult, and the resultant chain of failures prolonged the trial until well after nightfall. Even so, much fun was had by competitors and spectators, and much exercise for the ever willing gangs of marshals and helpers.

The first section, Swetes Wood, took fair toll of the entry, but subsequent hills sabotaged many hopes. Stock Wood stopped everybody and Norwood Meadow looked like doing the same until "Goff" Imhof with his "white" amidships - engined Special took it on and crested the steep and slippery grassy slope to a round of applause. As the evening closed in and competitors switched on their lights, rain added to their joy, and two sections, Polly Fields and Harp Lane, proved impassable and had to be "scrubbed", while Hurst Bank very nearly made a third section to be abandoned, halting most of the entry.

Outright winner was Imhof, and Ken Burgess made the best showing by a member of the organizing club.

#### Provisional Results

Bossum Trophy (Best Performance)—A. G. Imhof (1,172 Imhof Spl.).

Best Performance by M. and M.-K. M.C. Member—K. E. O. Burgess (1,450 Burgess).

Up to 2,000 c.c.—G. Pentony (1,485 Cyclops).

Over 2,000 c.c.—A. Rumbitt (4,000 Allard).



# American 3-litre Engine for Indianapolis

## THE 425 B.H.P. CENTRIFUGALLY BLOWN OFFENHAUSER

AMERICA's famous Indianapolis 500 Miles Race still remains a non-F.I.A. Formula event, permitting engines of up to 3 litres with supercharger and 4½ litres unsupercharged. This ruling having held good since 1938, United States engine manufacturers have had ample opportunity to develop special power units to suit conditions on the famous four-mile oblong course, and prominent among them has been the Offenhauser concern, whose "king-pin", Fred Offenhauser, worked with Harry Miller before beginning engine manufacture on his own.

The 4½-litre "Offy" unblown unit has long been a favourite with Indianapolis users, but for last May's race, notorious for the torrential downpour which stopped it before full distance, the Offenhauser Co.'s newly produced 3-litre supercharged engine was installed in a car driven by Fred Agabashian, and lay well up with the leaders before retiring. The new unit has four cylinders with twin overhead camshafts and four valves per cylinder. The supercharger is of centrifugal type, and revs at 5.35 times engine speed, delivering at the

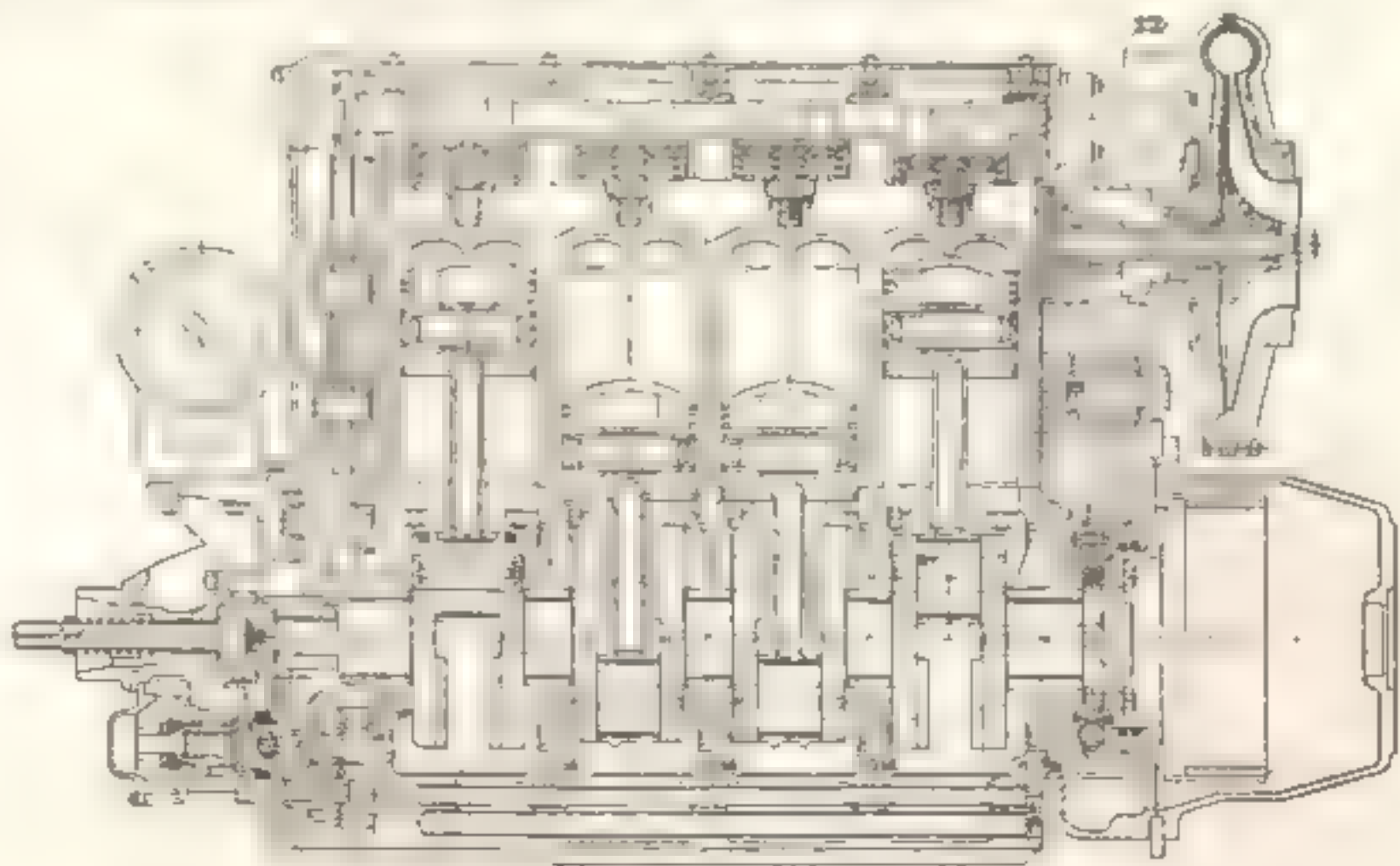
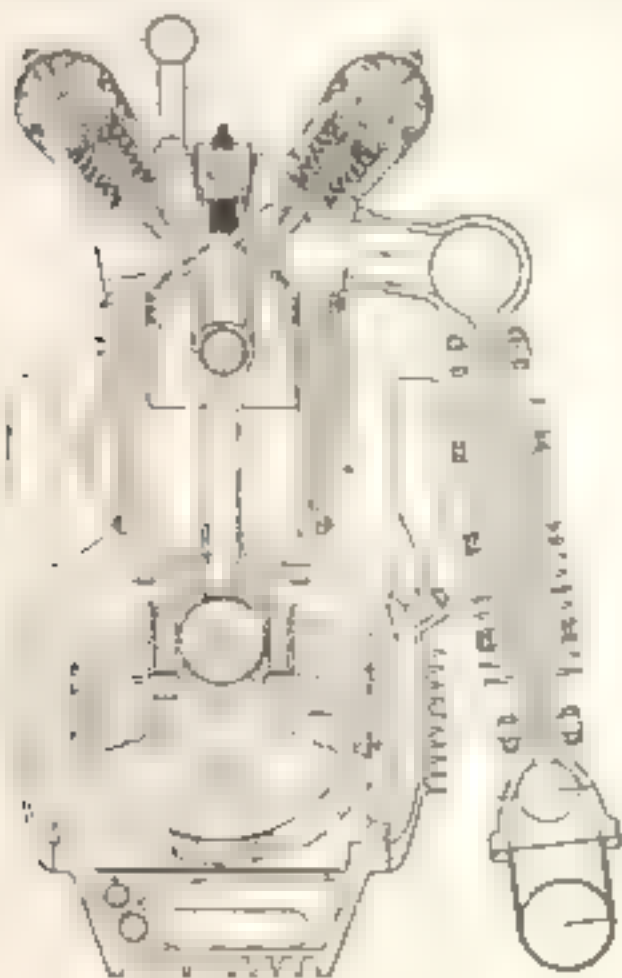


*The 3-litre supercharged Offenhauser engine. An inter cooler is now installed between the blower and the inlet manifold, as seen in the drawing below. Illustrations to this article are reproduced by courtesy of "Automotive Industries".*

very high pressure of 25 lb. per square inch. Maximum b h p. exceeds 425 at 6,000 r.p.m. Plain tin-base babbitt mains and white metal big-end bearings are employed, while the crankcase and block, both abundantly finned, are of light alloy.

Mounted in the specialized chassis which are evolved for the "500", the new engine should, with a year's development behind it, prove a strong challenger in the 1951 race to the

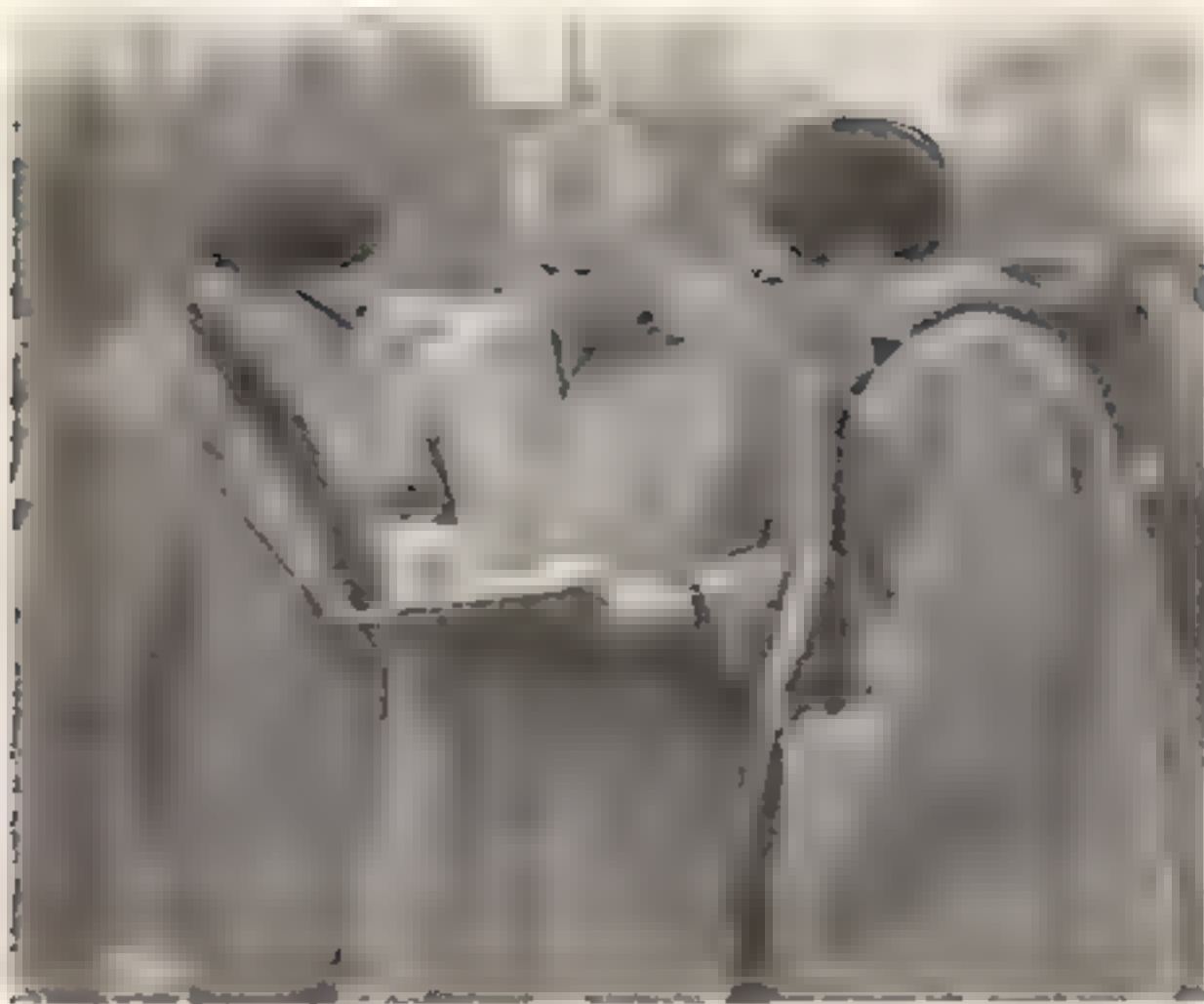
4½-litre unblown Meyer-Drake "Offy" units which have powered the successful Blue Crown Specials and Kurtis-Kraft cars in recent years. America's other blown 3-litre engine is the Winfield V-8 which propels the very fast Novi racing machines, and if all the rival blown and unblown types meet in next May's 500 Miles Race, then sparks should fly, the more so if examples of the 4½-litre unblown Ferrari from Italy are able to take part as well.





# The 1,000 Miles

MORE PICTURES OF THE M.C.C. "DAILY E  
WHICH WAS FULLY REPORTED IN LAST



Richard Twelvetees (left) and co-driver Alan Brown of 500 cc racing fame, taking instructions from an official. Twelvetees was the founder of the monthly magazine, *Autosport*.



(Above.) A. E. Martin's Javelin leaving the Norwich starting control, followed by J. Walker's Sunbeam-Talbot.



(Left.) Now then, what goes on here! C. Smith's Austin taxi awaiting its turn on Torquay front for the second test.



(Left.) Ken Wharton driving the Chester control with the Cooper-MG two-seater. This was the first time a Cooper had appeared in a race.



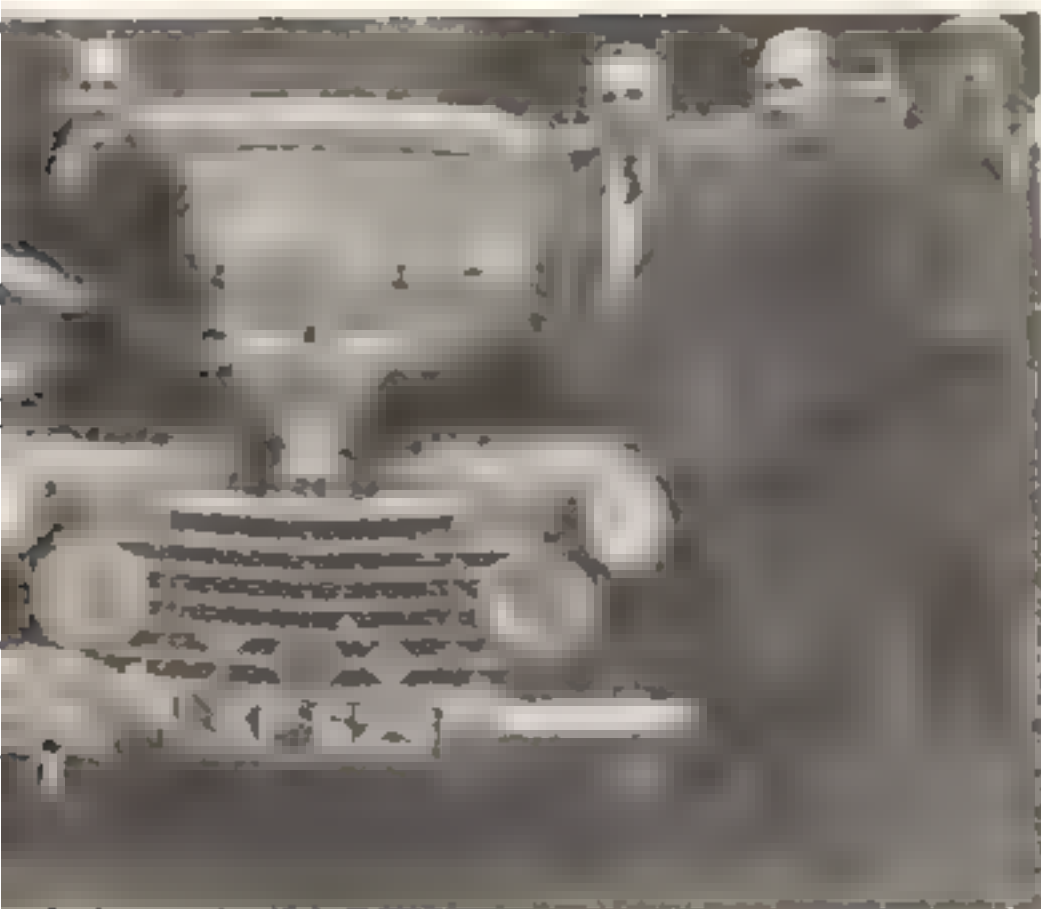


# Rally

PRESTON EVENT  
THIS WEEK'S ISSUE



A Morgan 44 driven by J. P. Mias and J. Court, which won the first prize in the rally.



The Morgan 44 driven by J. P. Mias and J. Court, which won the first prize in the rally.



The Morgan 44 driven by J. P. Mias and J. Court, which won the first prize in the rally.



J. P. Mias and J. Court with their Morgan 44 which won the first prize in the rally.



## RUSSELL LOWRY'S

# NORTHERN LIGHTS

"1,000 MILE" REFLECTIONS—CLUB ORGANIZERS' HANDBOOK?—  
ADDRESS UNKNOWN—B.U.M.C. BLESSINGS

So that's the 1,000 Miles Rally, that was, and excellent fun too, as I think most people agreed, especially those northerners who have had a greater chance to become familiar with the Welsh Mountains. Had there been a control at Pen y Bont Fawr, or anywhere in the Vyrnwy district, immediately following Bwlch-y-Groes, the working out of results would have been greatly simplified! A good deal of debate has raged round the inclusion of the Bwlch in an event of this nature, especially as the majority of competitors had to cover it at night. Personally, I take the view that the Rally would not have been nearly so much fun without the spice of this famous section.

An aspect which does, however, call for criticism, is the amount of dicing that had to be done through industrial areas. The team with which "Northern Lights" rode, had to traverse three of Britain's largest northern cities at peak periods of congestion. The same thing applied in greater or lesser measure to all routes, and can only have been a Bad Thing from every point of view. Even if the idea was to show the sport of motoring to as many people as possible, I am afraid that more harm than good must have been done. Those who competed in pre-war British rallies affirm that none of this city dicing used to take place in those days, so perhaps it was an unexpected development against which the organizers will be on their guard in the future.

It is said that there were a 1,000 applications for entries in the M.C.C./Daily Express event, but as less than half this number could be accepted, one wonders what is going to happen if, in future years, the 1,000 Miles Rally is given international status, and attracts a large Continental entry, with a corresponding reduction in the places available for Britons. It looks as if we shall have to resort to rally rationing. Anyhow, it is obvious that rallies are going to become a major feature in sporting life, and varying types will, no doubt, be evolved to suit all tastes. If the more severe events can borrow something from the older form of reliability trial, and thus leave the "Specials" to compete unopposed on those sporting occasions for which they were designed, a long-standing problem will have found its own solution.

Geoff Holt's victory at Torquay was a popular one everywhere, and especially in the north. Geoff himself had been dying to get hold of a post-war TD MG, having had a long succession of them in pre-war days. Surely he will be seen again similarly mounted in the near future. Ian Appleyard of Leeds, is a northerner, though Len Shaw, who is Hon. Sec. of the Hagley and

District Club, is possibly a borderline case, but whichever way you look at it, the north scored very handsomely in the Rally.

As an amusing sidelight, it is worth reporting that Barry Davis and Geoff Dixon, who won their class in the former's Lea-Francis, heard of their victory by 'phone from Liverpool, where it had been reported in the local paper. The information was not available in Torquay.

An enthusiastic reader, L. Le Pen of Newcastle, says there are plenty of books about engines, tuning and other aspects of the sport, but he can find none about the less widely known craft of organizing. He says that such a book would be of great help to all clubs, and particularly those which are just starting. Among other things, the history and development of some of the oldest bodies could be traced, and would make an interesting story. I know of no such book, but would love to read one, if it exists. On the other hand, what a difficult book it would be to write!

Just outside Llangollen, on the road over the Horse Shoe Pass, is a small filling station bearing the honourable but unromantic name of "Jones". This is not perhaps a very remarkable circumstance, but the man who keeps it is an object lesson for all sportsmen who are feeling down on their luck, liverish, or what have you? At the end of World War I, the subject of our tale was serving in a submarine which suffered a heavy depth charge attack, as a result of which he was hurled practically from one end of the boat to the other, breaking almost every bone in his body. From that day to this, he has been totally paralysed, but lies at his pumps, viewing his customers through a mirror placed over his head. I tell the story because a reader with a mood of depression on him, happened to call at the place recently, and realized that he had not been there since 1938. During the twelve intervening years, and indeed, the previous eighteen, the paralysed man had lain in exactly the same position. That mood of depression suddenly became very small.

Many people have been towed up Jenkin Chapel Hill by the cheerful gang of lusty Dalesmen organized by the M.C.C. "Northern Lights" was recently asked by the chief of this gang to take a picture of them, and willingly complied. A print was forwarded to the address given, and has returned, after a fruitless tour, marked "Address unknown". The leader's name was Wood, and the address given was in Cocksheadhay Road, Walling-



ton. I don't like disappointing people, especially people who give so much help in trials, so if anyone knows Mr. Wood, the northern office of AUTOSPORT would much appreciate a postcard.

\* \* \*

ONE of the more fortunate bodies would seem to be the Birmingham University Motor Club, which enjoys accommodation at the Union for meetings, etc., including ciné projector and all the trimmings, for the incredible annual subscription of two shillings. Associate life membership is also available at what is described as a very moderate figure. The club, at the moment, has about seventy members, and is anxious to enrol as many old members of the university as possible, providing they are prepared to support events. Among future attractions are a talk by C. A. N. May on 500 Racing, on 18th January, and a trial in the Warwickshire area early in February.

\* \* \*

THE gentle art of road testing would seem to have much in common with wine-tasting, and those who pursue either of these rituals should be at great pains to keep their palates unsullied by alien flavours. There recently appeared in a contemporary some unfavourable comments on a certain motor car, and since "Northern Lights" habitually travels in a similar specimen, I have been approached by a number of people for confirmation or otherwise. Being rather addicted to this particular make, I didn't entirely trust my own judgment, although quite unable to find any trace of the suggested failings. Anxious to locate the elusive lady Truth, I have lost no

opportunity of giving rides to experienced motorists, including a couple of racing drivers, a couple of eminent rallyists, and several ordinary folk. None of them have found any fault, and in fact, have been high in their praise of the properties criticized by the contemporary aforesaid. I can only assume that the critic had got hold of a corked bottle which he was unable to recognize, or was suffering from liver!

\* \* \*

THE shades of night were falling fast on Ilkka Moor baht 'at. The trial competitors had either climbed or been pushed up the beetling crag, and had disappeared among the swirling mists above. It remained only for a handful of officials and unsuccessful contestants to make their way back from the foot of the hill to the start. How could they have known that a series of very solid gates lying between them and civilization had been firmly padlocked by a shooting party. The clerk of the course also had an official key, but he was nowhere to be found. There they were, marooned a thousand feet up on the wet moors. What would you do chums? They did the same, and unfortunately, they weren't very popular with Authority. A happy ending will no doubt be arranged, but it goes to show how the Unexpected keeps turning up.

\* \* \*

THE demand for back numbers of AUTOSPORT continues, and we have had the good fortune to locate a small vein of the rare No. 6, so that at the present time, supplies of all the early issues are available from the northern office on receipt of a humble 9d. per copy (plus postage).

## BERGMEISTER

AUSTRIAN veteran Hans Stuck has starred in hill-climbs since 1926, and also has a first-class road racing record. Beginning with a Dürkopp he turned to the wonderful 3-litre Austro-Daimler, won the European Hill-climb Championship in 1930, and took the Shelsley record during the same season. Became No. 1 Auto-Union G.P. driver in 1934; "retired" in 1937; rejoined again in 1938, and is now chief driver in the AFM équipe. Stuck has put up some brilliant performances in Formula Two races during the past two years but so far his car has proved too fragile for a win. 1951 may see a different story. He is here concentrating hard on one of Nurburg's many bends during this year's German G.P.





# The Overhead Camshaft M.G.s

## Their Overhaul, Maintenance and Tuning

by

**Philip H. Smith**

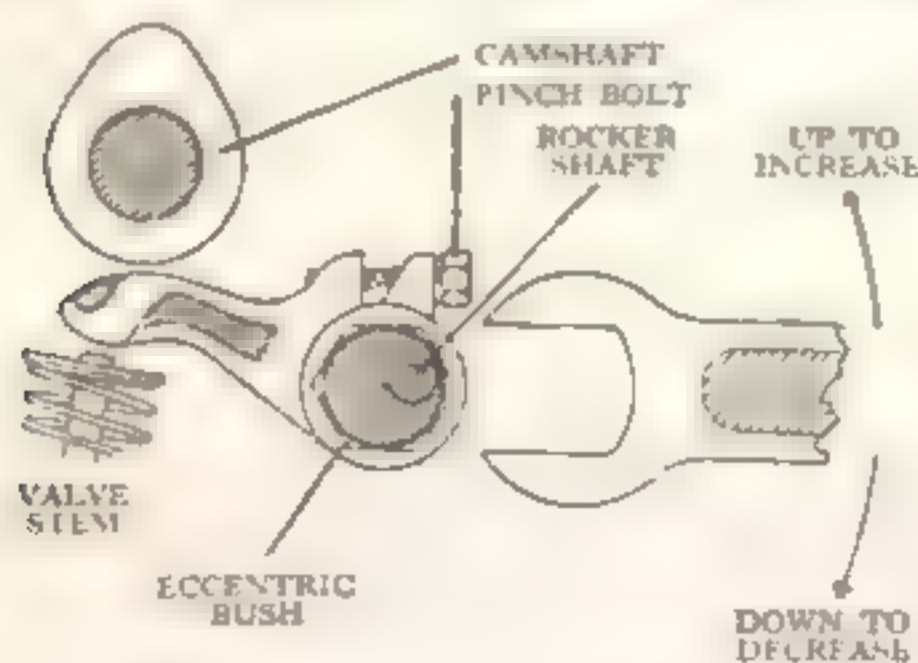
A.M.I.Mech.E.



**H**AVING completed work on the head casting in regard to lining up the manifolding, polishing the ports, and modifying the head depth as required for the chosen compression ratio, attention can next be given to the valves and their associated parts. The valves themselves can have the stems polished with superfine emery cloth, after which the usual grinding-in process, finishing off with metal polish, will ensure a perfect seating. Grinding-in is of course necessary even if the valve seats have been recut, and regardless of whether the original or new valves are being fitted.

### Getting the Right Valve Springs

The standard valve springs are satisfactory up to an engine speed quite a lot in excess of peak revs. If the existing springs have seen considerable service, they should be replaced; the specialist spring makers such as Terry's will be able to supply the correct springs, and excessive spring strength should be avoided at this stage.



*Correct position of eccentric rocker-shaft bushes.*

Very high spring pressure can be wasteful of power and put extra loading on the valve operating gear. Double valve springs are standard, though quite a few engines, probably modified in other directions as well, may be found fitted with triple springs as used on the 750 c.c. Q-type racing cars.

If the spring collars and collets are in good condition, no work is necessary here, but if at all doubtful they should be replaced, and are easily obtainable. The main thing to watch is that the collets, when firmly in position are not sunk unduly below the collar face to an extent which indicates a danger of them pulling right through. There is no danger of this unless "pirate" parts have been used, or the engine grossly neglected. The rocker shafts are liable to become very dirty internally with oil-sludge, due to the relatively slow feed at low pressure. This sometimes results in one or more of the oil-feed holes through the cam-followers, or rockers, becoming blocked. The shafts must therefore be thoroughly cleaned in-

ternally. The same applies to the cam-followers, and in this case the process will be aided, as far as the very small-bore feed-hole is concerned, if an oil-syringe is used, provided with a nozzle small enough to "seat" in the slightly chamfered outlet hole at the follower-tip. If the follower is held in the vice, and the paraffin-fueled gun held firmly into the outlet-feed hole, a hearty squirt will clean out the hole better than any lengthy probing with Bowden wire strands.

It is possible for the engine to be run for a long time with one or more of these feed holes blocked, as the rocker-box casting effectively deadens any extra noise. The whole of the oil supply to the face of the cam and the corresponding face on the follower is dependent on an ample feed at this point, and failure of the supply results in scoring of both cam and follower. Fortunately, the depth of hardening on both these components is considerable, and it is often possible to make a good job of renovation by patient work with a carborundum slip. If this has to be done, the utmost care must be taken to adhere as nearly as possible to the original contours. When the engine is on the road again removal of the rocker-box at reasonable intervals, and inspection of the individual oil-feeds with the engine running, will ensure that blocking trouble does not recur. Even with the engine in running condition, it is perfectly feasible to clear a follower-feed stoppage with the oil-syringe and nozzle aforementioned, and this should be regarded as a desirable item of garage equipment.

### Cam Follower Adjustment

Even if the majority of the cams are not actually scored, they will in all probability benefit from a dressing with superfine emery cloth. As far as any lightening of followers is concerned, however, this should be avoided for the moment.

The follower adjustment incorporates an ingenious arrangement of bronze bushes inserted in the heels of the followers, the hole for the rocker-shaft being drilled eccentrically in relation to the outer periphery of the bush. The follower is split and fitted with a pinch-bolt at the point where it embraces the bush, and the bush in turn is provided at one end with a hexagon allowing it to be turned (when the pinch-bolt is slackened) in relation to the follower. Due to its eccentric mounting, any turning of the bush in this manner will cause the follower to move towards or away from the cam, depending on which way the bush is turned, thus allowing correct clearance to be obtained.



If the engine has seen a considerable amount of wear, it is possible for the bushes to be turned so far that the correct adjustment is completely lost. When assembled in the proper manner, and irrespective of which side of the engine—inlet or exhaust—is being dealt with, a downward movement of a spanner placed on the hexagon at the bush end should tend to push the follower towards the cam, or in other words, to take up the clearance. An upward movement of the spanner should draw the follower away from the cam, thus increasing the clearance. A glance at the diagram will show why this is the case, it being noted that the "thick" part of the eccentric is towards the camshaft. Lifting the spanner turns this

part, and thus the follower, away from the camshaft, and lowering the spanner does the opposite.

Although the amount of adjustment available by this method is not great, it is perfectly adequate unless the valve stems are abnormally short for some reason. It will, however, be evident that if the bushes are turned through 180 degrees from the correct position it will still be possible to obtain some sort of adjustment although the lie of the follower in relation to both cam and valve-stem will be hopelessly out. This point should receive careful attention in consequence, when assembling, and a test with a spanner will ensure correctness.

(To be continued)

## Correspondence

**WE** are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

• • •

**A**s no one has passed any comments upon the AUTOSPORT editorial of 20th October concerning the "Monte Carlo" regulations and the attitude the R.A.C. might adopt, I feel the temptation, as one with no motor trade interests, to write a few words on the subject.

As a driver of Allard cars in competitions since the first car was made in 1936 I feel we have had a very raw deal.

So far as I know the R.A.C. have as yet made no statement in the motoring press, but from the list of entries passed by the R.A.C. it is apparent that nothing effective has been done, which to say the least, is unfortunate. I agree with you that the obvious course for the R.A.C. to adopt would have been an immediate letter to the organizers pointing out the obnoxious ruling, and a threat that no British entries would be forthcoming. There may be a very serious loss of export trade to the excluded manufacturers, and the excuses put forward so far are very weak. Everybody I have spoken to would prefer to compete against doubtful foreign entries than be excluded.

I have had several offers to compete in cars other than an Allard, all of which I have refused, and I hope all those who own cars which have been banned will keep away from the 'Monte Carlo' this year.

GUY WARRINGTON

WORTLEY, LANC'S

• • •

**T**wo points with reference to the Monte Carlo Rally. One is the new proprietary ban any less sporting than the disqualification of the French Henschel entry in last week's British Rally. Two, the French are a nation of connoisseurs. Surely they rightly regard their rally as a contest in Grande Tourisme between motor cars of marque, and not as a midwinter jamboree for hot-rods.

G. FORESTIER-WALKER,

LONDON, N.W.6.

(Messrs. Beequart and Secret were excluded by the Automobile Club de France for not being in possession of British Competition licences. E.D.)

• • •

**I**SN'T it time the R.A.C. woke up and issued a statement on what it intends to do (if anything) on this question of banning proprietary-engined cars from the Monte Carlo Rally?

Surely as soon as the regulation came to hand was the right time to make a strong and vigorous protest, even to the extent of refusing to allow any British entrants to compete in the rally.

I can only sympathize with the owners of the banned vehicles for whose absence the event will be very much poorer.

A. C. BAXTER

POTTERS BAR, MIDDY

• • •

**M**y apologies to all M.G. enthusiasts who have been misled by the incorrect directions regarding connecting-rod removal (AUTOSPORT, 20th October).

As Mr. M. Stott points out in his letter, the dimension across the big-end is considerably greater than the cylinder bore, thus it is impossible to push the rod right through and out of the top of the bore. On the other hand, the presence of the crankshaft webs does not allow of the rod complete with piston from being withdrawn downwards.

The "drill" is to push the rod up as far as it will go, that is, until the big-end fouls the bottom of the cylinder bore. In this position, it will be found that the piston is protruding from the top sufficiently far to allow the gudgeon pin to be withdrawn. Having removed the pin, the piston can then be taken out of the top, and the rod removed from the bottom.

PHILIP H. SMITH, A.M.I. Mech.E.

BRAMHALL CHES.

• • •

**I** READ with interest two letters published in AUTOSPORT, 10th November. Mr. Jack Carter of Sleaford expressed surprise at bookmakers being permitted at Brands Hatch and concern as to the possible adverse effect of such action.

I hasten to assure Mr. Carter that to the best of my knowledge the presence of "bookies" at Brooklands for twenty years never influenced race results, and I doubt if anyone attended solely for "the ghoulish interest of placing stakes."

The letter of Mr. H. M. Woodcock of Ainstock concerning the cost of present 500 c.c. racing raises a big issue. As Mr. Woodcock says, the chances of the man with the shallow pocket against the commercial 500s is very remote, but what would have happened if the factory-built cars had been barred as he suggests? How many times would the R.A.C., B.R.D.C. and B.A.R.C. have included in their programmes a race for 500s? How many people racing to-day would have never had that opportunity—not having the time and/or ability to construct their own car? Again bearing in mind that using a race track is an expensive business and that it reduces the cost of one's sport if the public pay the cost of hiring a track and providing some prize money, on what circuit would this truly amateur entry race? Finally I wonder how Mr. Woodcock would legislate for a non-factory-built car.

(continued overleaf)



## Correspondence—continued

The state of affairs that has developed in 500 racing I feel has been inevitably due to the popularity of the movement and I am afraid it is sad but true that motor racing is an expensive sport although 500 racing, though far from cheap, is less expensive than most other forms.

I would like to make it clear that the above do not necessarily represent the official views of the 500 Club Committee of which I happen to be a member.

JOHN F. GALE.

WINDSOR, BERKS.

\* \* \*

As a 500 c.c. car enthusiast I was very interested to read Mr Joseph Bayley's letter in your edition of 3rd November, where he stated that the 500 c.c. 4-cyl. Gilera is faster than the works Norton machines.

I think this is true only when these engines are run on 80 octane petrol as is used in all international motor-cycle races. Both the Gilera and the A.J.S. twin have short stroke engines, and to run these on alcohol would mean a poor combustion shape as the piston crowns would have to be a most hemispherical, like the head, to obtain the necessary compression ratio.

The A.J.S. already has a poor combustion shape resulting from the piston shape being altered to deal with 80 octane fuel. It was originally designed for running on Pool petrol and on this fuel it was the fastest in the world but as soon as 80 octane was used the A.J.S. suffered while the Norton gained, for the latter is not a short stroke engine, consequently its combustion shape is better.

Now since so many of us are interested in fitting 500 c.c. engines in cars I would suggest that the Norton is the most powerful and reliable on alcohol fuel and next to that I place the V-twin Gilera, if only it was as reliable as the Norton.

It is as well to remember also that the Norton to which Mr Bayley refers, i.e. the works engine is not available to anyone for use in cars or in privately owned motor-cycles the 'Maxi' twin cam engine being the only one obtainable for such use and differing from the works twin cam engine in many respects.

GODFREY MESSERVY.

COBHAM, SURREY.

\* \* \*

Your correspondent H. M. Woodcock is lamenting the decline and fall of 'home-built specials' in 500 c.c. racing and advocates the harring of factory-built machines.

What he tends to forget is that the Coopers and others now dubbed as 'sleek factory-built layouts' were originally home brewed cars which were more than usually successful. That these cars have been developed into true racing cars of proven speed and stamina is to the credit of the designers, rich or poor. It has to be admitted that Formula Three racing is on the brink of becoming a truly international battlefield, and we as a country should give every support to our 500 c.c. car manufacturers in order that they can register success against the best Italian and German opposition, something we have not as yet been able to do in the present Formula One.

May I bring to the notice of Mr Woodcock and other motor sport enthusiasts with "shallow pockets" the rapidly expanding 750 Motor Club.

This club promotes the racing of Austin Seven specials and insists on the use of Austin manufactured chassis and engine which control puts a premium on the ingenuity of owners who can but modify and tune a car which is, happily, singularly responsive to small improvements.

Here, it would seem, is a form of racing where money matters less than usual to the participants. May it flourish?

J. E. HUTTON.

WESTON-SUPER-MARE.

\* \* \*

In reply to Mr Woodcock's letter (AUTOSPORT, 10th November) I would like to point out that although the professional car owner has stolen the limelight from the amateur, his suggestion to ban the former is futile when it is obvious, without any element of doubt, that the Cooper car has put the 500 c.c. class in its present prominent position.

Apart from the successes gained by production 500s, the outlook for the amateur with the shallow pocket is rendered grimmer by reading articles which quote the price necessary to build an amateur "500" as £200! I contend that a "500" can be built for under £50 as I will prove in the near future. Mr Bosisto of Bristol, a well-known "500" builder, constructed a Douglas-engined car (Buzzie 1) for £35! Cars like these may not be world beaters but much fun may be had from them. It is better, after all, to race and be last than not to race at all!

If there was a stipulation that the minimum weight for a professional car was 500 lb and 440 lb for the amateur, then the latter would have a 60 lb. advantage which, taking the power-weight ratio of a 500 as 12-15 lb = 1 b.h.p., would be the approximate engine power increase of 4-5 b.h.p. without the cost of elaborate tuning. The smart Alec would then put a J.A.P. engine in a vintage car chassis and claim to be an amateur, but as I know of some of these engines being modified at a cost of over £50 I would class a "4-stud" owner as professional, otherwise where does J.A.P. tuning end?

M. F. MATTHEWS.

WESTON-SUPER-MARE.

\* \* \*

RE YOUR "News from the Clubs" account (AUTOSPORT, 10th Nov.) of the North Staffs Motor Club's event on 29th October at Attingham. A rheud—correct on please! The winner, Peter Fullwood (M.G. TC), was competing as a member of the Severn Valley Motor Club, not the Nottingham Club, as printed.

As a competitor and a member of the invited Severn Valley Motor Club, I would like to express appreciation of the excellent organization by the North Staffs Club, and to thank all concerned for a most enjoyable event.

FRANK H. NEWTON.  
(Press Officer, S.V.M.C.)

WELLINGTON, SALOP.

\* \* \*

MR W. L. Y. WINDER criticized the public address equipment at the start of the recent High Peak Trial and as a competitor he is probably fully acquainted with all the details of the various vehicles and their drivers and I can quite imagine that he found it "somewhat nauseating", to use his own term.

I think the real answer to Mr Winder, however, is contained in Mr G. R. Thompson's letter published in the same issue—Mr Thompson writes as a spectator and strongly criticizes the organizers of another event for not giving details of the competitors and cars. To forestall any possible suggestion by Mr Winder that the two events concerned are dissimilar, I think it must be generally agreed that trials such as the 'High Peak' appeal to the public even bit as much as Sprint Races, and this being so, I think it is in the best interest of the sport to help the public to understand what is going on.

J. S. JENKINS.

TOTLEY RISE, SHEFFIELD.

\* \* \*

MR BOLSTER in his article on brakes says that the "old fashioned" two-shoe brake "suffered little from fade and similar vices, but that two-thirds of the heating and wear was concentrated on the leading shoe."

In the good old days when Messrs Lockheed, Girling, and Bendix were promising youngsters, the standard brake had a fixed cam and it had outstanding fade stability.

The wear was equal on both leading and trailing shoes. Later it was superseded by the floating expander type like the ordinary Lockheed and Girling which, other things being equal, is 35-50 per cent. more powerful, but has at least three times as much wear on the leading as on the trailing shoe, and fade properties which are very little better than those of the 2 L.S. type.

I should also like to disagree with the theory propounded by John Bolster and other authorities that cars with independent springing, whose wheels lean outwards on corners, are for that reason slower than cart sprung vehicles. I've yet to see the B-type E.R.A. which corners more quickly than Moss in an H.W.M. It is well known, of course, that this wheel tilting reduces the "corner."



ing power" of a tyre (by definition the amount of side-thrust developed by a tyre when running at a slip angle of one degree) but there is no evidence that it reduces the ultimate or peak side thrust. Unfortunately, most of the published experimental results stop at about ten degrees slip angle, well short of that elusive concept, the "breakaway point", but some experiments made in Germany before the war suggest that a tyre does not develop its maximum side thrust until it reaches a slip angle of around twenty-five to thirty degrees, after which it diminishes very slowly, and that the peak value is unaffected by the camber angle as one would logically expect, although it may affect the slip angle at which this peak is reached.

Now Mr. Imhof will be horrified to hear this—in fact he may not believe it—but the very good handling and cornering properties of the Allard and other cars with swing axle i.f.s. are due to the fact that it is almost the only type of suspension with a sufficiently low cornering power to be able to impart understeer characteristics to a car with a tail-heavy weight distribution. There are two reasons for this. One is that this layout has an unusually high roll centre which results in a very large weight transfer to the outer front wheel, the other reason is that this outer front wheel leans outwards on corners, i.e. in the same direction as with other forms of i.f.s., and in the opposite direction to that which Mr. Imhof claims.

CHAS. H. BULMER.

R.A.E., FARNBOROUGH, HANTS.

• • •

RE the letter of Mr. Godfrey Imhof in AUTOSPORT, 3rd November, is the swing axle layout for independent front suspension necessarily better than cart springs or other independent forms? Anyone who has watched Allards at Le Mans or Silverstone, or in fact any place where they have raced, must have noticed the horrifying way the front suspension behaved; rather like an inverted V.

Trailing links as used on B.R.M., C and D type E.R.A.s and Volkswagen appear to me to be the best form of independent suspension. With this form the track and wheelbase alter only very slightly whereas with swing axle and the wishbone forms the track decreases substantially.

Cart springs appear to be no more than the not-so-happy medium but are I feel superior to the wishbone forms. Yet such famous marques as Mercedes, Maserati, Talbot and Ferrari favour wishbones.

It will be very interesting to see if Mr. Imhof's challenge is accepted by John Bolster. I hope so!

M. G. WILLS.

PANGBOURNE, BERKS.

• • •

WITH regard to the altercation going on between John Bolster and Mr. T. B. O'Reilly on the subject of chain drives, may I put my oar in and get down to cases.

Mr. Bolster says that the wheels of the early Mercedes lifted under fierce acceleration. Your photograph (AUTOSPORT 29th September, page 169) shows that both sprockets in the drive were the same size. Mr. O'Reilly says that the early Frazer-Nash rose on its springs at Shelsley starts. It would be in bottom gear, and the drive sprocket much smaller than the axle sprocket.

I think both are right, because the effects described depend on the relative sizes of the sprockets in the final drive. Furthermore, if the drive sprocket is half the diameter of the axle sprocket, then the two effects balance and there is no reaction. This assertion can easily be proved mathematically.

It would be very interesting to hear if the new Raymond Mays Sprint Special uses this technique.

ANGELO GUALTIERI.

LONDON, S.W. 10.

• • •

IN my opinion several facts have been overlooked in the controversy over the behaviour of chain drive rear suspension.

The most important thing to remember is that the chain, when driving, exerts an equal pull on both sprockets, but of course in opposite directions. Taking moments about the countershaft, in a conventional G.N. suspension, it will be seen that there is a torque reaction tending to carry the radius arm around the counter-

shaft in the same direction as the rotation of the shaft; this torque is equal to the chain tension  $\times$  the radius of the countershaft sprocket in ft. lb. On taking moments about the rear axle, there is a torque reaction tending to carry the radius arm around the rear axle in the opposite direction to the rear axle rotation; this torque is equal to the chain tension  $\times$  the radius of the rear wheel sprocket in ft. lb.

It now becomes obvious that if both sprockets are of equal size then the two opposing torque reactions will be equal, and no resultant torque will act on the radius arm. However, if the rear sprocket is larger than the countershaft sprocket, as is usual, then the torque tending to lift the forward end of the radius arm will predominate and the rear wheels will be momentarily forced down upon the road.

A farther complication arises when the radius arm is other than parallel to the road, for now the road reaction, which acts parallel to the road surface, will tend to carry the radius arm around the countershaft with a torque equal to the road reaction  $\times$  the length of the radius arm  $\times$  the sine of the angle of deflection from the horizontal. Thus when the rear axle is lower than the countershaft the suspension will be unwrapped slightly and road adhesion momentarily increased, and vice-versa if the axle is above the countershaft.

JOHN FARLEY

LEAMINGTON SPA.

• • •

AS a Frazer-Nash owner I cannot allow the heresies propounded by John Bolster (AUTOSPORT, 29th September) to go unchallenged. I agree with him that elaborate mathematics are out of place, but simple reasoning will show that he is wrong. The driving forces acting on the rear axle are the pull of the chain (P) and the tractive reaction of the ground on the tyre (T). The resultant (R) of these forces is resisted by the radius rod. Assuming that the chain ratio is 1:1 and that the radius rod is parallel to the ground, the line of action of this resultant clearly passes through the fulcrum of the radius rod and therefore produces no moment tending to rotate the radius rod relative to the frame.

If the assumed conditions are not fulfilled the radius rod will tend to rotate in one direction or the other. If, for example, the chain ratio is lower than 1:1 the axle will tend to move downwards relative to the frame. This effect should be beneficial, rather than otherwise, during a racing start.

LT-COL. A. ARCHDALE

R.A. MESS, MANORBIER, PEMBS.

• • •

MAY I through your columns suggest the formation of a "Jaguar Owners' Club". Now that the Jaguar is so much in the public eye is it not time something was done in this direction?

W. C. WENTWORTH.

SOUTHALL, MIDDX.

• • •

GOOD show! You certainly have hit the nail on the head in the Editorial of 10th November.

The division of Motor Clubs into centres on A.C.U. lines is the solution to many of our difficulties. It would immediately avoid the ridiculous position whereby a London club runs a trial in a far part of the country and invites members of even more distant clubs to compete therein, completely ignoring its obligations to its near neighbours.

Naturally this swells their own membership to an artificial level, as one's own members are forced by this means to join this organization in order to take part in a "Starred" event. How much more satisfactory it would be if such events were "Open-to-Centre" on the A.C.U. pattern, making them accessible to members of all clubs in one area of the country.

Twenty-five years' experience of A.C.U. and R.A.C. organization should lend weight to this point of view.

P. VERDIER.

Hon. Competitions Sec., Berkhamsted M.C. & C.C. Ltd.

WELWYN, HERTS.



# News from the Clubs

## SPLIT AXLE CLUB

### New Allard Club Formed

THE Allard Owners' Club has recently been formed, and all owners of Allard cars interested in getting together are invited to communicate with the Hon. Sec., J. H. Appleton, 24 High Street, Clapham, S.W.8

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## UNITED HOSPITALS REDIVIVUS?

### Efforts to Re-form Pre-War U.H. & U.L.M.C.

BEFORE the war one of the foremost clubs in the country was the United Hospitals and University of London Motor Club. The war drove it out of existence, but now an attempt is being made to re-form it. The success or otherwise of this attempt depends on the amount of active support which is forthcoming.

If any graduates or former members of the university are interested would they please write to G. T. Mendoza, c/o U.H. & U.L.M.C., University College, Gower Street, London, W.C.1, for further details.

\* \* \*

## NEW WIRRAL 100 M.C. PRESIDENT

### Lewis Jones Succeeds Percy Whyte

BERTIE LEWIS JONES has just been elected President of the Wirral 100 M.C., organizers of the popular Rhydymwyn Sprint Meetings. The office was held for many years by Percy Whyte, formerly Hon. Sec. of the Liverpool M.C. and father of the Jeans Gold Cup Trial.

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## FALCON FILMS

### Herts Club Show at the Mayflower

THE Falcon M.C. will be holding a Film Show on Wednesday, 29th November, at the Mayflower Hotel, Hertford, at 8.30 p.m. There will be a varied programme including the 1949 Grand Prix film.

Members and friends of the Herts Auto and Aero Motor Club, the

Club Secretaries are invited to send details of the activities of their Clubs, for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

North London Enthusiasts' Motor Club, the West Essex Car Club, the Bishops Stortford Motor Cycle and Light Car Club and the Six Hills Motor Cycle Club are invited.

The Mayflower Hotel is opposite Hertford North Station on the Stevenage Road. A licensed bar and refreshments will be available.

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## WILLIAMS (DELOW) TAKES JOHN BULL TROPHY

### Excellent Sport in Leics. Event

EXCELLENT weather blessed the Leics. C.C.'s John Bull Trophy Trial held on Sunday last, 19th November. The event was staged in the Belton area of Rutland and Leicestershire, and comprised seven observed sections and two tests. The opening hill, College Farm, claimed only seven failures out of a total entry of thirty-four, seven people non-starting. Owston Wood, a long muddy lane, at which several competitors found some difficulty in reaching the Observed Section Begins notice, provided fifteen clean climbs.

H. H. Mayes (1,172 Comfo) in an extremely smart little car, failed to perceive that some considerable urge was required and failed early on, re-starting without assistance and climbing the rest of the hill. Mick Mannings' little Morris Minor (old style) failed to produce any noticeable forward traction and came to an early stop.

A. M. Shipley (1,172 Austin), was the first to manage Section 3, closely followed by F. E. Wall (1,172 Dellow S.), who cleared the top with some to spare. B. Baxter (1,172 Dellow S.), made the thing look like a speed hill-climb, flinging plenty of mud around the scenery. How J. McKie (1,250 TC M.G.) managed to get his car over the top clean will remain a mystery to all who watched

—and, we believe, to Mac himself! Ron Kemp, giving his new small engined special an airing, proved that he's working on the right lines, with a very neat ascent.

Burrough Hill, Section 1, was a winner—for the organizers! Only Edgar Wadsworth (1,172 Ford S.), climbed the section clean, almost the entire entry subsiding less than half-way up. Of the exceptions, Ivor Williams (1,172 Dellow S.), very nearly reached the top in a do-or-die attempt. A little more experience would have got him up. G. D. Pick with an incredible 3,500 c.c. Bedford engined Morris Special, appears to have placed his massive engine rather too far forward—anyway, it did not progress. At Lowerby, K. H. Root (1,172 R.L.C.), H. F. Brayshaw (1,172 Brayshaw Spl.), Alan Hopkinson (1,172 Bancroft Spl.) and Ron Kemp managed to arrive at the top without stopping to admire the scenery.

The timed circuit provided a welcome change from the usual cross roads test. G. B. Johnson (1,172 Ford) was best with 28 secs., followed by Ben Brown (1,172 Dellow S.), in 29 secs. Pat Renolds made one of only two clean climbs of Springfield Farm, the other being H. H. Mayes.

### Provisional Results

John Bull Trophy and Best Performance by I. C. C. Member—Ivor Williams (1,172 Dellow S.)

Challenge Trophy—Edgar Wadsworth (1,172 Ford S.)

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## THE REGAL CUP TRIAL

### Ken Bailey Wins Again

THE Rhyl and District M.C.'s trial on Sunday for the Regal Cup fell to K. R. Bailey's Bailey Special. The event was most successful, and organization was excellent.

### Provisional Results

Regal Cup (best performance)—K. R. Bailey (Bailey Spl.).

Bowmaker Cup (Best R. and D.M.C. Member)—C. L. Bold (Bold Spl.).

Opposite Class—A. Pownall (Rajah Spl.)  
1st Class Awards—A. Butler, B. K. Thompson.

2nd Class Awards—A. M. Beardshaw, G. P. Begley



## D. AND D. AT PARK ROYAL N.W. London Annual Function

THE Annual Dinner and Dance and Prize-giving of the North-West London Motor Club will take place on Thursday, 14th December, at the Abbey Hotel, North Circular Road, Park Royal, N.W.10. The function starts at 7 p.m., and dress is optional. Tickets at one guinea each are obtainable from Miss Pamela Price, Messrs. D. W. Price and Sons Ltd., Braemar Works, 490 Neasden Lane, London, N.W.10, Gladstone 7811-5.

## SOUTHPORT WEEK-END BEGINS WELL

### Northern Vintage Social Prelude

DINNER, and film show and a light-hearted questionnaire preceded more serious events in the Vintage Sports Car Club (Northern Section) week-end at Southport. Visitors from the south included Tim Carson and "Bunty" Scott-Moncrieff, and after dinner Peter Wyke stressed that "Northern's" current membership of 320 practically equalled the total V.S.C.C. strength immediately post-war. He also recalled driving Eldridge's giant Fiat round the grounds of the Palace Hotel when the road tax on that vehicle amounted to £174!

The meaning of various initials—G.N. and D.F.P. among them, caused head scratchings in the questionnaire, but I.P.A. (meaning "India Pale Ale" stumped the majority! Films and a "Flying Pint Test" in which that measure of malt liquor had to be swallowed against the stop watch, proved highly popular. John Horridge scoring "F.P.D." in 8.8 secs!

A full report of the Southport Week-end will follow.

## "THE MOTOR CYCLE" DIARY

AVAILABLE from Hiffe and Sons Ltd. after 30th November, "The Motor Cycle" Diary for 1951 is the newest edition of an old favourite. Size  $4\frac{1}{2} \times 3\frac{1}{2}$  in., and containing eighty pages of reference matter, this diary should be most useful to those following motor-cycle matters. The price is 3s. 8d. bound in Rexine, or 5s. 6d. in Morocco leather, purchase tax inclusive, from the publishers, Dorset House, Stamford Street, London, S.E.1.

## COMING ATTRACTIONS

November 24. *Berkhamsted M.C. and C.C. Film Show, White Lion Hotel, Edgware, 8 p.m.*  
November 25. *Bristol M.C. and L.C.C. Roy Fedden Trial, Cotswolds. Start 10 a.m. from Cross Hands, Old Sodbury.*  
*Nottingham S.C.C. Night Navigation Trial. Start 10 p.m. from Lea Pool Garage, Redhill, Nottingham.*  
November 26. *Kentish Border C.C. November Sporting Trial. Start 10 a.m. from Spring Tavern, Wrotham Heath, Kent.*  
*Vintage S.C.C. Busley Rally, Mytchett-Pirbright Road, 12.30 p.m.*  
*Yorkshire S.C.C. Pennine Trophy Trial, Ripponden.*  
*Brighton and Hove M.C. November Trial. Start 11 a.m. from Madeira Drive Arches, Brighton.*  
December 2. *N.W. London M.C. Gloucester Trial, Cotswolds*  
December 2/3. *M.G. Car Club (N.E. Centre) Trial, Yorkshire*  
December 3. *Hagley and Dist. L.C.C. Shropshire Trial, Bridgnorth.*  
*N. Midland C.C. Autumn Sporting Trial, Derbyshire.*  
*Chiltern C.C. Chiltern Hills Trial.*

## NORTH LONDON ENTHUSIASTS' GATHERING

### 1950 Racing Review

THE North London Enthusiasts' Car Club will be holding a meeting on Tuesday 12th December, at 7.30 p.m. at Pimm's Restaurant, Mason's Avenue, Moorgate, E.C.2, when Laurence Pomeroy and John Eason Gibson will be addressing those present on "Motor Racing 1950—the technical and sporting side," and John Bolster will act as Interlocutor.

## DINING AND DANCING DEPT.

24th November, M.G.C.C. (N.W. Centre), Palace Hotel, Buxton. 1st December, East Anglian M.C., Red Lion Hotel, Colchester. 6th December, Midland M.E.C., Imperial Hotel, Birmingham. 8th December, West Essex C.C., The Manor Hall, Chigwell; B.R.D.C. (Mechanics' Section), Park Lane Hotel, London.

# The Eight Clubs

## A RÉSUMÉ OF THE ACTIVITIES OF A SUCCESSFUL CO-OPERATIVE CLUB ORGANIZATION

THE Eight Clubs, whose announcement regarding starting money for their Silverstone Meeting on 3rd June, 1950 appears elsewhere in this issue, came into being almost exactly a year ago, at the meeting held by the R.A.C. to discuss the use of the Silverstone circuit in 1950. Early in the proceedings, Holland Birkett, Chairman of the Hants and Berks M.C., inquired whether the R.A.C. would permit several of the smaller clubs to run a joint Silverstone race meeting. Receiving an affirmative answer, he proceeded then and there to approach a number of club representatives, and before the end of the meeting had found the necessary support and was able to ask for a Silverstone date in mid-1950.

Delegates from these eight clubs (the Hants and Berks M.C., Harrow C.C., Ceman M.C., Chiltern C.C., Seven-Fifty M.C., Lagonda C.C., Lancia M.C. and A.C. Owners' Club) met shortly afterwards, put

Holland Birkett in the chair, decided to call themselves "The Eight Clubs", elected as Hon. Sec., Barclay Inglis, a Committee member of the Hants and Berks (and at that time also of the A.C.O.C.), made Frank Bryden (Ceman) Joint Honorary Treasurer with him, and set up a Sub-Committee to plan details of the event.

Individual members of this Sub-Committee had various criticisms to level against previous Club Silverstones and they set about planning a meeting which, if it were to have faults, would at least have different ones. Several novel proposals were put forward by Birkett. Because the adoption of capacity classes was thought usually to result in a class win for some car and driver known to be that little bit faster than most others in any class, it was decided to invite general entries for a scratch race, leaving the official handicappers to divide up the entry thereafter into a number of

(continued overleaf)



### The Eight Clubs—continued

scratch events, regardless of capacity, each containing reasonably evenly matched runners. Thus was born the slogan "We can find a slower car than yours" which was applied to these (in effect pre-handicapped) scratch races, although the organizers included the admission that there would have to be one exception to this dictum. Fast and less-fast handicap races were similarly made up from a general entry, so that actual handicap allowances were kept within reasonable limits, despite the variety of cars taking part. The four scratch races were made to include one for Austin Sevens—the first race to be run under the new 750 M.C. Formula.

### Use of Capacity Classes

The Vintage Sports Car Club's type of One Hour High Speed Trial was followed and, in view of an entry of seventy-nine cars, two of these events were run. Here capacity classes were used, cars up to 1,100 c.c. being required to average 47.84 m.p.h., 1,101-1,500 c.c. 50.12 m.p.h., 1,501-3,000 c.c. 52.39 m.p.h., and over 3,000 c.c. 54.67 m.p.h. The attainment of these averages was made less easy by the inclusion of two compulsory pit stops, one to remove both front wheels and replace them on the opposite hubs, and the other to remove and replace two sparking plugs.

The Sub-Committee was of the opinion that competitors had, at too many meetings in the past, been regarded (and treated) as little better than necessary nuisances; the aim of The Eight Clubs' meeting was therefore to put the interests and convenience of competitors above all else. At the same time, the view was taken that these occasions provide the opportunity for "cadet" drivers to gain experience of circuit racing and that bad driving, if allowed to go unchecked, might tend to become an ineradicable habit. Consequently strict driver discipline on the circuit was enforced.

### Starting Money Paid

Finally it was announced that any profit remaining after payment of all expenses and allowing a nominal sum to each Member Club, would be divided amongst competitors in the form of starting money.

The race meeting was held on 3rd June, 1950, and was acclaimed by competitors, spectators and the press as one of the most successful Club Silverstones yet held. The Eight Clubs' organization, picked from experienced officials of the individual Member Clubs, functioned smoothly and efficiently, and a programme of ten events (two One Hour High Speed Trials, four scratch and four handicap races of five laps each) were put through with dispatch. Competitors had been mercilessly flagged in during practice to be politely lectured and before the meeting began Tony Curtis (the "Antone gentleman") briefed drivers comprehensively on the rule of the road, the meaning of flag signals and on track manners in general. The system of pre-handicapping fully justified itself, and every race was keenly fought out.

The settlement of starting money was delayed by H.M. Customs and Excise, who sought to levy Entertainments Tax on the car park revenue. However, after protracted negotiations and on an undertaking by The Eight Clubs that the same variable basis of charge would not be employed again, this claim was eventually withdrawn. The present announcement of a refund of entry fees at the strikingly high rate of 17s. in the £ marks the completion for 1950 of a successful co-operative effort and may well be said to point the way for other clubs.

A similar Silverstone race meeting is planned for next year (Saturday, 2nd June, 1951, has been applied for) and another event, the nature of which cannot be divulged until negotiations are completed, is contemplated later in the coming season.

### NORTH WEST versus MIDLAND

#### Coming M.G. Centre Quiz

AUTOSPORT understands that the North Western Centre of the M.G. Car Club has challenged the Midland Centre to a fight to the death. The Midland boys have a date in January, and it is hoped that this may be made the occasion for the friendly duel in question. The Midland Centre has only been reconstituted during the last twelve months, but has made such progress that it should be able to produce a pretty

strong team. Whether it can face the battle-tried experts of the North West remains to be seen.

\* \* \*

### SATURDAY'S BIG TRIAL

Bristol M.C. and L.C.C. "Roy Fedden"

THE Bristol M.C. and L.C.C.'s classic Roy Fedden Trophy Trial starts from the Cross Hands Hotel, Little Sodbury, Glos., at 10 a.m., and the course is divided into two loops. To assist spectators, here are the locations of the nine sections, together with the anticipated times of arrival of the first competitor on both loops.

Scrub Hill, near Castle Coombe: 10.29 a.m., 1.48 p.m. The Raizes, Marshfield: 10.47 a.m., 2.7 p.m. Green Lane, Marshfield: 11.5 a.m., 2.24 p.m. Upper Doynton, Wick, near Bristol: 11.17 a.m., 2.37 p.m. Widden, Horton: 12.23 p.m., 10.12 a.m. Alf's Delight, Dursley: 1.10 p.m., 10.38 a.m. Fort, Dursley: 1.22 p.m., 11.10 a.m. Breakheart, Dursley: 1.35 p.m., 11.23 a.m. Hodgcombe, Uley: 1.58 p.m., 11.46 a.m. Finish, Cross Hands Hotel, 3.3 p.m.

Each loop is covered concurrently by half of the entry of fifty-eight cars. Thus, twenty-nine will cover one loop in the morning, and one in the afternoon, and vice versa.

\* \* \*

### DOWNPOUR STOPS ULSTER TRIAL

Competitors Lost as Rain Washes Away Route Dye

THE road outside the Spa roadhouse, Ballynahinch, was lined with every type of car from staid saloon to stark special last Saturday, 18th November, as thirty-one entrants awaited the start of the Ulster A.C. fifty-mile November Trial, last in the series for the Victor Ferguson Memorial Trophy. Rain poured down as the first man away, C. E. Robb (H.R.G.) started over the six miles of bumps and hollows to the first control. En route was held a special test where he put up best time in a short but tricky reverse-turn-reverse on the mountain road. Then there followed at the first control a down-hill sprint over a starting line

(continued on page 448)





ner (S.H.S.) made good half-way-up efforts. Like most of the "Cottingham" hills, Beacon was graded in ten sections. Wally Waring failed fairly low down and muttered audibly: "Never looked like doing it!"

By the time twenty-two people had successfully surmounted the last hill,

(Left). Waring on Warren: Wally Waring, Dellow exponent, takes it easy on the lower reaches of Warren Hill. He put up second best performance.

(Below). Reg Phillips (Fairley) making a zig-zag approach to Beacon—a manoeuvre that didn't altogether pay dividends.

### The "Cottingham"—continued

Sweeney's red Ford stopped just short of Pentony's wheelmarks, but F. Allot's H.R.G. hardly moved off the start line.

Maurice Wilde (Ford) made a furious assault and for a long time was "highest of the day". Vic Biggs was also of the "higher ups". Imhof arrived, had a good looksee, and took off his down-to-the-ground "trials coat". Aided by well-timed bouncing on the part of passenger Jock Ross, the little white car all but reached the top—many yards further up than any one else.

Phillips and Mosby both tried zig-zag tactics which failed to come off, whilst Burgess, Tracey and R. Skin-



Bow, there were seven retirements. Results were speedily worked out by Stanley Tett and Mario Lucani almost before competitors had finished their meal.

They were as follows:—

Cottingham Memorial Trophy (Best performance by a member of Harrow C.C.)—Godfrey Imhof (1,172 Imhof), 3 marks lost.  
Committee Cup (Best Visitor)—Maurice Wilde (1,172 Ford), 14.

C.L.I. Trophy (Second best performance)—Walter Waring (1,172 Dellow), 9.

Dryden Challenge Cup (Opposite Class)—A. W. Francis (3,917 H.R.G.-Mercury), 35.

Team Prize—Candidi Provocatores (Imhof, Burgess and Appleton).

Souvenir Awards (A)—V. S. A. Biggs (1,172 Ford), 10; Ken Burgess (1,486 Burgess), 10. (B): G. Pentony (1,442 Cyclops), 15; G. Mosby (1,172 Ford), 15; R. W. Phillips (1,486 Fairley), 17; J. C. Smith (1,172 Bartlett), 19.

(Left). Light weight of the fore end of the much-discussed Bartlett-J.A.P. as demonstrated by Dennis Dent. Owner-builder-driver Onslow Bartlett is conspicuous by reason of open-necked shirt.



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1946 Morgan 4/4, Le Mans 2-seater, finished British racing green, with black upholstery. Immaculate. 499 gns.  
1948 Hillman Minx, Drop-head coupé, colour black with dark brown leather upholstery, very smart. 749 gns.

1936 Jaguar 2½-litre 4-door sports sun saloon. Finished in original blue, excellent runner. 249 gns.  
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1939 M.G. 1½-litre. V.A. sports tourer, thoroughly reliable and of very nice appearance. 379 gns.  
1936 Ford 10 chassis. This vehicle is ideal for trials and suitable for the enthusiast who is prepared to fit a body. All fittings complete. 99 gns.

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1937 Fiat 1,500 c.c., 4-door pillarless sports saloon. Laid up eight years, finished metallic grey and maroon. Unused pre-war tyres. Spotless condition. 289 gns.  
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(continued overleaf)



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## News from the Clubs—continued

and quick braking between parallel lines. C. W. Eyre-Mounsell (Hillman Minx saloon) made best time, under the watchful eye of official Henry Catchpole, who was amazed to see several competitors arrive twice at this point. Among the guilty was the present holder of the Trophy, Wilbert Todd, who poked his head out from under the "Perspex" roof of his Humber Spl. and inquired nonchalantly, "How many laps are we supposed to do?"

Many simply couldn't find the first control, including your correspondent, who in company with half-a-dozen others swung down the wrong road, turned and had phenomenal avoidances all the way back to a cross roads remarkable for the number of competitors who kept appearing from different directions and leaving in others. The explanation of this phenomenon was that the route dye was being rapidly washed away owing to the torrential rain. Many competitors were scattered around the mountain of Mourne, searching frantically for traces of the vanishing blue dye, and several retired. Those who had arrived early at the second control were able to find their way for seven and a half miles through blinding, stinging showers of hail to number three, taking in Test D on the way. This was a timed drive round and through a narrow channel on a hill, where Ernie Robb again produced best time.

Competitors were then told the location of Control 4 and proceeded to map read their way to it, immensely relieved at having no need to search for blue dye, although they had some twenty-five miles to cover. One driver swore that he covered forty-one and probably did. Following Control 4, where the last test was held, seventeen soaked survivors did a further seven miles of fearsome mountain tracks to the finish at the Slieve Donard Hotel. There, after a longish delay, Clerk of the Course Jackie Harrison announced that the Committee had decided to regard the Trial as abandoned. However, to cheer the sodden ones, prizes were awarded on the test results as follow:—

1. G. E. Rowland (Morris 8).
2. C. W. Eyre-Mounsell (Hillman Minx).  
Best closed car—R. J. Adams (Sunbeam-Talbot).  
Best novice—W. G. Coulter (Ford Anglia).

## DATE FOR YOUR DIARY

## B.A.R.C. Dinner/Dance

THE British Automobile Racing Club will hold a Dinner/Dance at the Hyde Park Hotel, Knightsbridge, S.W.1, on Wednesday, 13th December, at 7 for 7.30 p.m. This dance is the first of a new series, and other dates will be announced as soon as possible. The evening will be quite free from formalities, and as numbers must be limited, applications for tickets will be dealt with in order of receipt. Dancing, until midnight, will be to Sydney Jerome's Dance Orchestra. Evening dress will be worn.

Price of tickets for this Dinner/Dance is 25s., and a really enjoyable evening in the B.A.R.C. manner is promised. Tables for parties of six or more can be reserved. Parking space for cars is available in Lowndes Square, directly opposite the hotel. All applications for tickets should be made to the Gen. Secretary, H. J. Morgan, B.A.R.C., 55 Park Lane, W.1.

The B.A.R.C. Yorkshire Centre Dinner is booked for Friday, 15th December, at the Grand Hotel, Harrogate. Tickets (30s. each) may be obtained from the Hon. Treasurer, Yorkshire Centre, G. C. Carlisle, 4 Wormald Row, Leeds 2.

## HOT POT DATE CHANGE

## Two-Day Postponement

THE Hot Pot announced for 13th December by the Lancashire and Cheshire C.C. has been put off for 48 hours—to the 15th. An addition to the original programme will be provided by a selection of Jack Twyford's films—all in glorious Twyford-colour. Those who have seen his portrayals of the Cockshoot, R.A.C. Championship and other events will agree that none are better. Otherwise all previously announced arrangements stand, including the welcome to enthusiastic types whether members or not. Place: Fiveways Hotel, Stockport, price about 6s. Information, as before, from R. M. Powell, 63 Kingsfield Drive, Didsbury.